

POMRIL  
[PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Stomach and  
Diabetes.  
Per doz. quarts.....\$7.25  
Per doz. pints.....4.85  
H. PRICE & CO.,  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

ITALIAN VERMOUTH  
The only Reliable Brand is  
MARTINI ROSSI  
SUCCESSORS  
MARTINI SOLA & CO.  
AGENTS—  
H. PRICE & CO.,  
12, Queen's Road Central.

No. 14,373 號三拾柒百叁千肆萬壹第 日壹十 叁年十 亥緒光 HONGKONG, TUESDAY, APRIL 26TH, 1904. 式拜禮 號陸十式月肆年肆零百九千壹英港香 PRICE, \$3 PER MONTH.

TO KEEP YOUR HOUSES SWEET AND  
CLEAN USE

**WATSON'S  
HYGIENOL.**

THE BEST LIQUID DISINFECTANT  
ON THE MARKET.

**A. S. WATSON & CO.  
LIMITED.**

THE HONGKONG DISPENSARY.

[a1545]

CUTLER, PALMER  
& CO.'S

Price \$11.00 PER DOZEN

Net

Blend  
Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to

SIEMSEN & CO., Hongkong. [a146]

GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

Casks of 375 lbs. net \$4.75 per Cask ex Factory.  
Bags of 250 lbs. net \$2.85 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 14th August, 1903. [a339]

VICTORIA CYCLE EMPORIUM

We are Sole Agents for the following—  
MONOPOL, FUTURE, CENTAUR, and  
NEW PREMIER CYCLES. Best American  
Machines in the Market, always on View and  
for Sale. Also a Large Assortment of SECOND-  
HAND MACHINES of various makes,  
nearly as good as new, at greatly reduced prices.  
MOTOR CYCLES, MAIL CARTS,  
RICKSHAS, CARRIAGES, PNEUMATIC  
TYRES and BALL BEARINGS throughout.  
Everything in the trade always kept in  
Stock. First-class workmanship guaranteed in  
all branches of the business. Re-ensembling a  
speciality.  
McKIRDY & CO.,  
380a, 43 & 34A, Queen's Road East.

WANTED.

A FURNISHED HOUSE at the Peak,  
for 12 months.  
Apply to—  
BOX 123,  
Care of Daily Press Office.  
Hongkong, 7th April, 1904. [562]

WANTED.

A GENTLEMAN to join a BACHELOR  
MESS in Kowloon. Best locality.  
Apply to—  
BOX 333,  
Care of Daily Press Office.  
Hongkong, 23rd April, 1904. [1084]

FOR SALE.

THE "NAGASAKI MEDICAL HALL"  
and "ABRATED WATER PLANT"  
as a Going Concern.  
Apply—  
R. H. POWERS & CO., Nagasaki.  
Hongkong, 22nd April, 1904. [1074]

FOR SALE.

THE HOUSE No. 4, STEWART  
TERRACE, PEAK. Five Rooms and  
Offices, with FURNITURE.

The large CROQUET LAWN above the  
Terrace (about 20,000 square feet) with equip-  
ment.  
Nominal CROWN RENT.  
Price: \$19,000, of which two-thirds can  
remain on mortgage.  
For Further Particulars, apply to—  
TURNER & CO.  
Hongkong, 22nd March, 1904. [613]

MANILA.

FOR SALE as a going concern, HOTEL  
COMPANY, comprising two First-class  
Hotels in Manila, with Livery Stables attached.  
Intending purchasers will please apply for  
further particulars to—  
M. H. C.,  
Care of Daily Press Office.  
Hongkong, 13th April, 1904. [591]

FOR SALE.

HOUSE BOAT, 42 feet long; Copper  
bottom; now lying off Ah King's slip-way.  
Offers may be sent to—  
V.  
Care of Daily Press Office.  
Hongkong, 22nd March, 1904. [300]

A. LING & CO.,  
FURNITURE STORE.  
PLATED, GLASS AND CROCKERY  
WARE, &c., &c.; and FOCHOOW  
LACQUERED WARE.  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [31]



Telephone No. 75.

VERMOUTHS  
FRENCH  
NOILLY, PRAT & CIE.  
TALLIAN'S CRISTAL (VERY DRY).  
ITALIAN  
BALDI (DRY).  
MARTINI SOLA (SWEET).

**CALDBECK, MACGREGOR & CO.**  
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,  
Hongkong, 16th April, 1904. [a35]

**LANE, CRAWFORD & CO.**

**ANDERSON'S REGULATION  
WATERPROOFS.**

NEW STYLES IN CLOTH RAINCOATS.

UMBRELLAS AND LEGGINGS.

CABIN TRUNKS. SUIT CASES. HOLDALLS.

**LANE, CRAWFORD & CO.**

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:—

**SUPERB OLD COGNAC,**  
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above

**IMPERIAL BRANDY**  
\$12.00 PER CASE.

**THE ELITE OF WHISKY—  
THE "PALL MAIL,"**

\$21 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

**C. P. & Co.'s OWN SPECIAL  
BLEND WHISKY,**  
\$11.00 PER DOZ.

Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS

AGENTS—SIEMSEN & CO., HONGKONG. [a45]

**W. BREWER & CO.**

23 and 25, QUEEN'S ROAD.

Wide World Magazine, Volume 12	\$4.80	A Woman of Wiles, by Munro	\$0.45
A. B. C. Code, 5th Edition	19.50	A Canadian Girl, by Lt. Col. Haggard	1.75
The Handy Royal Atlas	18.50	Toy Gods, by Pickering	1.75
Through the Highlands of Siberia	13.00	Four Red Roses, by Tylor	1.75
Stanley Gibbon's Stamp Catalogue, 2 Vols.	8.50	Sly Boots, by Strange Winter	1.75
Pears' Cyclopaedia	0.90		
Russo-Japanese War: Diary Published by the "Kobe Chronicle" Part 1	0.60		
ready			
Orders Received for the Series.			
Strong Mac, by Crockett	1.75		
Keith Johnston's War Map	0.80		
The Revellers, by Louis Tracy	1.75		
The Leopard's Spots, by T. Dixon	1.75		
The Jays at Home, by Sladen	0.45		
The Cardinal's Snuff Box, by Harland	0.45		
Pearson's Dream Book	0.80		
The Deliverance, by Ellen Glasgow	1.75		
Room Five, by Drummond	1.75		
The American Prisoner, by Philipotts	1.75		
Countess Ida, by Wishaw	1.75		

AWAY IN THE LEAD AND STILL GAINING.

**BORATED LAVENDER  
BATH AMMONIA**  
EXPRESSLY PREPARED  
FOR TOILET USE.

ANTISEPTIC

This new preparation will be found to combine the aromatic properties of the French Toilet Waters with the cleansing power of Ammonia.

DELICATELY PERFUMED with the sweet odour of MITCHAM LAVENDER the bath has a new charm.

The addition of antiseptics REMOVES SKIN IMPURITIES, and frees the bath from the distressing skin troubles so prevalent in tropical climates.

MADE SPECIALLY FOR THE EAST BY

**WATKINS LIMITED,**  
APOTHECARIES' HALL, HONGKONG.

TRY IT IN YOUR BATH.

THE  
**LAHMEYER ELECTRICAL CO. LD.**  
LONDON,

ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION

Apply to—  
**SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [5]

**KODAKS,**

**FILMS,**

**AND ACCESSORIES.**

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK, PROMPT RETURN.

**LONG, HING & CO.,**

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

**ARNHOLD, KARBURG & CO.**

ELECTRICITY DEPARTMENT.

SOLE AGENTS IN CHINA FOR:

THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.  
MESSRS. ROBERTING BROS., HANNOVER.  
THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.  
MESSRS. MIX & GENEST, BERLIN.

PRIVATE ELECTRIC LIGHTING PLANS A SPECIALITY

Fully detailed Estimates drawn up free of charge upon application to the above.  
Hongkong 3rd December, 1903. [333]

CONFECTIONERY!!!

THE CHOICEST AND LARGEST VARIETY, FROM PARIS AND LONDON.

MARRONS GLACES, CRYSTALLISED FRUITS.

TOM SMITH'S CRACKERS.

XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

CHEESE (STILTON, CHEDDAR, GORGONZOLA, ROQUEFORT, CAMENBERT, SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN CHEESE).

YORK HAM and BEST ENGLISH BACON.

TOYS. TOYS.

**G. GIRAULT.**

[a40]

**NERNST**

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN or SIEMSEN & CO. [55]

**COTTAM & CO.**

LATEST NOVELTIES IN NECKWEAR.

HONGKONG HOTEL BUILDINGS.

ESTABLISHED 1820.

**C. LAZARUS & CO.**

BILLIARD TABLE MANUFACTURERS,

60 & 61, BENTINCK STREET.

CALCUTTA.

SOLE MAKERS OF THE

STANDARD  
INDIAN BILLIARD TABLE

A reputation of over Eighty Years main-  
tained against all competition, and the Standard  
Billiard Table stands to-day

UNRIVALLED,  
PERFECT IN DESIGN,  
ACCURATE IN CONSTRUCTION,  
MODERATE IN PRICE,  
EXCELLENT THROUGHOUT.

Price List on Application to the "HONGKONG  
DAILY PRESS" Office. [3119-1]

**DAVID CORSAIR & SONS**  
MERCHANT NAVY  
NAVY BOILED  
JONG FLAX  
RELLANCE CROWN  
TARPAULING  
ARNHOLD, KARBURG & CO.  
Sole Agents.

[a37]

[3456]

IT'S THIS WAY.

You pay a small sum down—say \$10.  
Then \$5 every succeeding month.  
And before you know where you are  
THE SINGER belongs to you.

Showrooms:—

3A, WYNDHAM STREET.

Hongkong, 22nd April, 1904. [1016]

**QUAN WAH & CO.**

GRANITE MERCHANT CONTRACTORS.

Dealers in

**MARBLE and GRANITE**

MONUMENTS

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [10]

**OCCIDENTAL HOTEL.**

ELGIN ROAD, KOWLOON.

25 Bedrooms, excellently furnished.

Bath to each room.

Dining-room and Cuisine under strict  
supervision.

European and American Wines, Spirits, and  
Cigars.

**POOL AND BILLIARDS.**

English, American and Manila Newspapers on  
file.

Terms: \$4 to \$10.00 per day.

R. MATTHEW,  
Proprietor.

Hongkong, 6th May, 1903. [a118]

HOTELS.

**HONGKONG HOTEL**

A FIRST-CLASS HOTEL IN EVERY RESPECT

Elegantly Furnished Reading, Drawing  
Music, Ping-pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.

Dining Accommodation for 300 persons.

Private and Special Dining Rooms for  
European Chef and Indian Curry Cook.

Ladies' Afternoon Tea Rooms with European  
Matron in attendance.

Ladies' Crock Room.

Hydraulic Elevators to each Floor.

Bedroom Accommodation—131 rooms.

Electric Lighting throughout. Electric Fans  
in Rooms, if required.

Hot and Cold Water throughout.

Wines and Groceries specially imported by  
the Hotel Co.

Wines cooled by Hotel refrigerators.

Hotel Linen washed on Premises by  
machinery.

Fire Extinguishing Mains and Emergency  
Exits on every floor.

MODERATE CHARGES! NO EXTRAS!

H. HAYNES,  
Manager.

[a48]

THE

**PEAK HOTEL.**

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South  
West Monsoon.

A COVERED GANGWAY LEADS

FROM THE TRAMWAY TERMINUS

INTO THE HOTEL.

Telephone No. 29.

Town Office: 7, DUNDAS STREET.

[a914]

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if  
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
MANAGER.

Hongkong, 10th June 1903. [a1062]

CONNAUGHT HOUSE.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.

Excellent Cuisine and Wines.

Large and lofty Rooms, Elegantly Furnished.

Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.

Laundry Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a49]

"BOA VISTA"

(HOTEL-SANTARUM OF SOUTH  
CHINA)

MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for those desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.

Macao is 40 miles south-west of Hongkong.

One steamer (s.s. *Hongkong*), daily to and  
from a Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA"

For Terms, apply to

THE MANAGER.

[a224]

MACAO

AND

CANTON

HOTELS.

A LITTLE CHANGE.

THE Round Trip from HONGKONG  
to MACAO, thence to CANTON and back to  
Hongkong, will be found interesting and  
enjoyable

WM. FARMER,  
Proprietor.

[a607-1977]



**A. S. WATSON & CO.,**  
LIMITED  
ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

**CLARETS.**  
FINEST VINTAGES FROM  
THE MOST  
CELEBRATED  
CHATEAUX  
IN EXCELLENT CONDITION.

	1 doz. Qts.	2 doz. Pts.
B. ST. ESTEPHE (Red Capsule) ... ..	\$8.00	\$9.00
C. ST. JULIEN (Red Capsule) ... ..	10.00	11.00
D. LA ROSE (Red Capsule) ... ..	13.50	14.50
CHATEAU HAUT BRION LARIVET ...	20.00	22.00
CHATEAU MOUTON D'ARMAILHACQ ...	24.00	25.00
CHATEAU PONTET CANET ... ..	28.00	—
CHATEAU LA TOUR CARNET ... ..	33.00	—
CHATEAU RAUZEN ...	48.00	—
CHATEAU LAFITE ...	54.00	—

**A. S. WATSON & CO.**  
LIMITED.

THE HONGKONG DISPENSARY.

[31]

**NOTICE TO CORRESPONDENTS**  
Only communications relating to the news columns should be addressed to the Editor.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.  
All letters for publication should be written on one side of the paper only.  
No anonymously signed communications should be accepted.  
Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that time the supply is limited. Only supplied for Cash.  
Telegraphic Address: PARSIS. Codes: A.B.C. 5th Ed. Lieber's  
P.O. Box, 33. Telephone No. 12.

**BIRTH.**  
On the 17th April, at Ningpo, the wife of the Rev. W. H. Edwin, of a son.  
**MARRIAGE.**  
On the 19th April, at the Cathedral, Shanghai, by the Rev. H. Newcomb, FLORENCE LOUISE, eldest daughter of W. J. MADISON, of Southend-on-Sea, Essex, England, to WILLIAM JOHN, eldest son of W. H. WARMSLEY, of Tientsin, North China.

**The Daily Press.**  
HONGKONG OFFICE: 14, DES VUEX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.  
HONGKONG, 26TH APRIL, 1904.

The much vexed question of Franco-Siamese relations seems at last really close to settlement. As our readers know, a new treaty has been concluded and only waits for its terms put into operation. The abortive agreement of 1902 which, favourable though it was to France, did not satisfy the French Colonial party, has been superseded by another giving France further privileges, and the outcry of the grasping Colonials, if not entirely silenced, seems at least deprived of force. M. ETIENNE, the well-known writer on France's foreign affairs, had in a number of the *Dépêche Coloniale* early in March an article in which he pointed out the advantages of the new treaty. A great argument of the objectors was that France agreed to evacuate Chantaboon—in accordance with the treaty of 1893. In that year, when France and Siam signed a convention, it was stated at the end of the document that France would continue to occupy Chantaboon until the execution of the stipulations of the convention, "and particularly until the complete and pacific evacuation of the Siamese posts established both on the left bank of the Mekong and on the islands in the river, as well as those in the provinces of Battambang and Siem-Beap and within fifteen miles of the right bank of the Mekong." Now Siam claimed very soon after the signature of the treaty that she had fulfilled the conditions, but France has persisted in the occupation of Chantaboon in spite of all

protests. In 1902 she promised to give back to Siam this guarantee of good behaviour as she considered it, but of course the 1902 agreement fell through, and Chantaboon still remains French. The Colonial party have made vigorous denunciations of the idea of surrender, stating that France has spent about 12,000,000 francs in public works there, all of which will have been wasted if the place is restored to Siam. They have also alleged that Chantaboon is important to the defence of Indo-China in view of the war proceeding between Japan and Russia. Apparently they think that Siam will be emboldened by Japan's success to attack Indo-China—truly ridiculous though the idea may seem to us. However, M. ETIENNE pays little attention to such a suggestion, and says that Krat, the port on the coast further south, which by the new treaty is to be given to France, is worth at least as much as, if not more than Chantaboon, which is not a protection to Cambodia or to Indo-China generally. In his opinion the great disadvantage of the old treaty was that it left quite vaguely defined the frontier between the Great Lake and the sea. Krat now, however, becomes French, and while the 25-kilometre neutral zone of the treaty of 1893, sacrificed by the treaty of 1902, is still formally abandoned, the new treaty offers compensations which have their importance. Siam, it is true, has access now to the Mekong, but France receives concessions in the chief trading centres of the right bank. Railways may be constructed along the river wherever navigation is impossible. Likewise the grave question of French *protégés*, a fruitful source of irritation between France and Siam, is now settled. A very important concession made by Siam is that concerning the policing of the provinces of Angkor, Battambang, and Sisophon. The police service will be Cambodian, under French officers, which would seem to be tantamount to the recognition of local self-government under French control. If France, therefore, pushes through rapidly the railway system asked for by M. BEAU, Governor General of Indo-China, and improves the river routes, these provinces will become commercially dependent on the French possessions in the neighbourhood. In fact (though M. ETIENNE does not make a point of this) the process of absorption of the three provinces into the Indo-Chinese Colony of France is likely to start as a result of the new treaty. All that Siam can hope to get from it, on the other hand, is the long-promised restoration of Chantaboon and a cessation of the open hostility of the French in Indo-China.

As is well known, the new Anglo-French agreement did not fail to take into consideration the views of the two great European neighbours of Siam. We have heard no details of the understanding on this point, but according to the outline furnished by REUTER in his telegram of the 11th instant, the two parties, "disclaiming all ideas of annexation of territory and being resolved to abstain from anything opposed to existing treaties, agree that their action shall be exercised freely in the spheres of influence east and west of the Menam basin respectively." It may be remarked that such language looks rather ominous for Siam. The "free exercise of action in spheres of influence"—the spheres defined by the Anglo-French declaration of January, 1896—will not leave Siam much say in the matter of administration of territory outside the Menam basin itself. But unfortunately Siam is so weak, and her best friends see so little hope of her regeneration, that her dependence, more and more, on her neighbours seems inevitable.

The English mail of the 26th March was delivered in London on the 23rd inst.

The Burnley, Lancashire, authorities have decided that children must not be allowed to dance the cake-walk, as it is demoralising.

An official report from the Governor-General of Formosa states that 834 cases of bubonic plague, with 589 deaths, have been reported in the island up to the 7th instant.

The visitors to the City Hall Library and Museum last week ending the 24th April were 254 non-Chinese and 54 Chinese to the former and 65 non-Chinese and 1,377 Chinese to the latter institution.

The *Manila Cablenews* describes a desertion from a steamer with the following headlines:—"God's Country" No Attraction—Third Engineer of *Ljra* prefers the "Palm Trees and Those Spicy Garlic Smells."

For the first time this year a bad return has been issued by the Acting Medical Officer of Health with regard to plague. Dr. Pearce reports 8 cases in the 48 hours ending at noon yesterday. 7 of them fatal. All were Chinese, and two were imported.

The *Singapore Free Press* is much concerned because we do not spell the name of the *S. James' Gazette* with an *St.*, and therefore describes us as its "cassock, hassock, stained-glass window" contemporary in Hongkong. Doubtless it is the presence of stained glass somewhere in our system which causes our failure to see why we should write *St.* to please the *Singapore Free Press* any more than it should write R.G.A., Y.M.C.A., etc. to please us. Instead of the R.G.A., Y.M.C.A., all stopples, which our contemporary affects. With a personal name, of course, we should take no liberties, and, in spite of our cassock, should not venture to spell *St. Chair*, e.g., or *Sinclair*, as *S. Chair*.

In connection with the loss of the British submarine boat A 1, a home paper remarks that accidents with submarines have been very few. Soon after the Crimean War a French craft named the *Plogneur* nearly drowned the naval experts who took a test dive in her to the bottom of the Charente. In the American Civil War the most successful of the submarine boats employed by the Confederates destroyed herself in attack. The hapless vessel was found sticking in the hole which she had blown in the side of her opponent. Every one of the crew was drowned. In 1887, when the Campbell-Ash boat was tested in Tilbury Docks, the crew, including Sir William White, late Naval Constructor, barely escaped with their lives.

At the last attendance of Mr. Bertram Giles at the Mixed Court, Shanghai, on the 18th inst., prior to his departure to take up the duties of H.B.M. Vice-Consul at Canton, Mr. F. Ellis, for the English Bar, and Mr. C. R. Holcomb, on behalf of the American practitioners, made speeches in which they expressed the admiration of themselves and their colleagues for the manner in which Mr. Giles had always conducted the business of the Court, and for the never-failing courtesy which he had always extended to the members of the Bar. Mr. Giles replied briefly, thanking Messrs. Ellis and Holcomb and the members of the Bar for the kind words they had spoken. In the Criminal Court a short adjournment was made in order to allow the members of the Police Force to bid farewell to Mr. Giles.

On the 16th inst. a meeting of the Shanghai Fire Brigade was held in the Town Hall to take action on the proposition to appoint a paid fire chief. The *Shanghai Times* gives the following account:—There was a large attendance, every company being represented. After a protracted discussion, a vote was taken which resulted in 33 for and 21 against the resolution. Whereupon the French Brigade left the hall in a body, thus signalling their withdrawal from the Brigade. This move had been preconcerted. It is possible that the French Co. will be reorganised, and will only attend fires in the French Concession. It is hinted in certain quarters that the Hongkew will take similar action in event of a paid chief being employed. The consensus of opinion among the firemen is that the Settlement should support a paid fire department. The resolution passed by the Brigade favouring a paid chief is only an expression of opinion and as such will be forwarded to the fire committee, and if reported favourably upon, to the Municipal Council for final action.

## NAVAL NOTES.

## DEPARTURES FROM HONGKONG.

The *Vengeance* and *Cressy* left yesterday morning. The *Rinaldo* left for Singapore yesterday.

## U. S. FAR EASTERN SQUADRON.

The United States warships *Annapolis* and *Cincinnati* are to join the *Raleigh* at Chemulpo. THE "VASCO DA GAMA."

The Portuguese battleship *Vasco da Gama* has left the man-of-war anchorage and gone into dock at Kowloon.

## A CHINESE GUN-BOAT.

The Chinese gun-boat *Chantung* passed through Hongkong Harbour, on her way from Canton to Samsui, yesterday.

## PHILIPPINE REPRESENTATIVES AT HONGKONG.

The China and Manila s.s. *Rubi* arrived here from Manila yesterday afternoon with the members of the Philippine representative committee, 45 in number, on their way to the World's Fair. The party is under the supervision of Mr. Secretary Ferguson. They proceed to America by the *Siberia*, remaining at the Hongkong Hotel and elsewhere in the meanwhile. Arrangements for carrying the passengers on the *Siberia* were made several months ago, over 70 berths having been secured on that vessel. More berths were asked for, but the agents could not promise them, though they said they would let the Government have all the berths they could. The extra berths are for the wives and families of the committee. Fifty representative Filipinos were asked for as a proper number to visit the United States in the interests of the Government, but after a number had refused the commission did not fill the vacancies, hence there are only 45.

Since the departure of the Executive Secretary his position has been filled by chief clerk Mr. Carpenter, who takes charge of the office until Mr. Ferguson's return. Mr. Carpenter has been in the employ of the Government for a number of years.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS.]

THE WAR  
CHINESE CRUISER SUNK.

## A SENSATION, BUT NO DETAILS.

SHANGHAI, 25th Ap., 3.29 p.m.  
The Chinese cruiser *Haitien* has been sunk off the Elliot Islands.

[The *Haitien* and her sister-ship, the *Hatchi*, "the two biggest vessels in the Chinese Navy. Built at Elswick, they are of 4,300 tons displacement and 17,000 h.p. Their armour is 5-in., deck, and 6-in., gun-position. They carry two 8-in., ten 4.7-in., and twelve 3-pr. guns, and have 5 torpedo-tubes. Their speed is 24 knots and their complement 374 men. The sinking of the *Haitien* is a mystery. The Elliot Islands are in the west of the Corea Gulf, more than 50 miles from Dalny, and have been thought to be the Japanese naval base in the recent operations against Port Arthur. The *Haitien* may have been engaged in checking Chinese runners of contraband.—ED. D.P.]

## REUTERS' SERVICE.

## THE WAR.—RUSSIAN RETREAT.

LONDON, 23rd April.  
News from Paris says that the Russians in the North-East of Corea are retreating rapidly.

## ANOTHER MINE-DISASTER.

LONDON, 23rd April.  
Admiral Alexeff reports that while launching were laying mines at Port Arthur one exploded under a launch, killing a lieutenant and some men.

## THE PANAMA CANAL.

LONDON, 23rd April.  
The contract, formally transferring the Panama Canal to the United States, has been signed.

## THE STRIKE ON THE HUNGARIAN RAILWAYS.

LONDON, 23rd April.  
The Hungarian Railway strikers number 30,000; the railways are almost paralysed; negotiations result in nothing, and foodstuffs in Buda-Pest are rising rapidly. The Government has called out the reserves of Railway regiments.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

Canton, 23rd April.

## HEALTH AND DRAINAGE.

The rains still continue, and cause a good deal of discomfort. The health of Canton is not, however, bad; no cases of plague have been reported, and there is little, if any epidemic disease in the city. The general verdict of the doctors is that the year has so far been remarkably healthy. In Shamen, however, there has been a certain amount of ill-health. Several cases of typhoid fever and dysentery have been reported, and septic throats and fever cases are of frequent occurrence. This is attributed to the underground drainage system, which is to be altered during the year. The Municipal Council have decided to adopt the system of surface drainage, which although on the face of it, and indeed generally speaking, less healthy than the other, appears to be better suited to an island built up on sand, where there is constant sinking of the substrata.

## ACCIDENTS.

A masting accident occurred on the 20th inst., on the railway, and was unfortunately attended with the loss of two lives, and injuries to ten persons. Explosions, on a large or small scale, are, however, not infrequent where Chinese are concerned. On Wednesday a chapel in course of construction in the Sze Pai Lau collapsed, and several people were injured, so that there seems to be "bad joss" at work during this month. It is just a year since the great gunpowder explosion at Wing Chai, which attracted a good deal of attention at the time.

## OFFICIALDOM.

News in the political world is scarce. There are vague rumours that the Viceroy will not remain till the end of the year, but in this case I think "the wish is father to the thought." Among officials Shum lacks popularity. One of his victims, the ex-Namhoi, fled last week from the country to escape the fate which was impending over him.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 25th at 11.30 a.m. The barometer has risen in China and in the Philippines, and has fallen in Japan, where however the greatest pressure is still found.  
Gradients are very slight on the China Coast, and light variable winds with fog will probably be met with in the Formosa Channel. In the northern part of the China Sea the gradients are moderate, and moderate to fresh SE. winds will prevail there.  
Forecast:—Moderate SE. to S. winds fine.

## WAR NOTES.

## TELEGRAMS TO SHANGHAI.

We take the following telegrams from the N.C. Daily News:—

"Tokyo, 17th April.—The Customs official at Syongchin reports that Russian troops have arrived there, but their number is unknown. Russians are appearing at Kyongyong, destroying the telegraphs. The situation is disquieting. The Japanese Consulate and residents at Syongchin have retreated to Gansan." [Syongchin and Kyongyong are both in the far north of Corea, in the province of North Hamkyong.]  
"Tokyo, 18th April.—It is reported from Gonsan that 33 Russian cavalry reached Syongchin on the morning of the 16th instant, and immediately occupied the telegraph office. This is considered here as only a diversion on the Yalu operations. The departure of the Japanese Consulate and 58 residents from Syongchin was made at the eleventh hour, but most comportedly. Two Canadian missionaries and a Japanese pastor are remaining at Syongchin."

"Tokyo, 17th April.—Yesterday the Japanese Government despatched a steamer to Sakhalin to bring back the Japanese who have been wintering there."  
"Tokyo, 19th April.—Japan's military preparations are steadily proceeding and the Japanese military spirit in North Corea is running high. The abatis, the wire entanglements, and the mines laid by the Russians on the right bank of the Yalu are regarded by the Japanese as child's play."

"Tokyo, 18th April.—It is stated on good authority that the military situation has been advanced for four months, thanks to the command of the sea having been obtained more early than was expected, and to the smart movement of the Japanese troops. This has undoubtedly caused a considerable disturbance of the Russian plans."

"Tokyo, 18th April.—In reference to the latest engagements at Port Arthur, it is understood that the laying of the mechanical mines on the 12th and 13th inst. was a resumption of the rather unsatisfactory attempt on the 10th of March. The Russians apparently ignored them, and thus incurred the disasters that befel them. It was a wonderful piece of work. The steamer *Koryo Maru*, commanded by mining experts and supported by destroyers, satisfactorily submerged the mines amidst excessively great dangers compared with those incurred in the bloody business."

## RUSSIA'S STRENGTH AT PORT ARTHUR AND VLADIVOSTOK.

The following report about the strength of the Russian land forces in Port Arthur and environs is the latest to hand:—  
Third Infantry Brigade ... .. 8,000 men  
Seventh ... .. 5,000  
One Company Cossacks ... .. 150  
Two Companies Artillery ... .. 600  
Two Battalions Sappers and Miners 1,000  
Heavy Artillery—one brigade ... 2,400  
Half Battalion Sappers and Miners 300  
Torpedo Corps—one Company ... 200

Total 20,650

In Vladivostok it is stated that there are at the present moment 8,000 infantry, consisting of the 29th, 30th, 31st, and 32nd regiments, besides a brigade of heavy field artillery.

## MISCELLANEOUS.

The *Mercury* publishes the following telegram dated Chefoo, 19th April:—Forty Japanese vessels were sighted last night proceeding in the direction of Port Arthur. They are probably bound for the Liaotung Gulf.

The Waiwun has issued instructions to Teang Chi, Tartar General of Fengtien (Lower Manchuria), to keep "strictly neutral in all things" in the present war, even although Russians should attempt forces to obtain assistance from the Chinese authorities in Manchuria; sets watch word give cause to Japan to protest and so render things dangerously unpleasant for China. "China," continued the Waiwun's instructions to the Tartar General, "having decided upon a course of strict neutrality, any attempt of the belligerents to force the Chinese authorities to break this neutrality must be protested against and opposed to the last breath."

It appears that Captain Crown, the Scottish-Russian ex-commander of the gunboat *Mandjour*, was on board the *Petropavlovsk* when she was blown up. He went from here to Japan, and was on his way home by rail to St. Petersburg when Admiral Makareff asked him to come to Port Arthur, and he was with the Admiral on his flagship in the engagement last week. Captain Crown made many warm friends at Shanghai, where his untimely death is very much regretted. The N.C. Daily News says.

The Chief of Police at Vladivostok has issued a notice stating that all Japanese in the port ought to have already left the place. As, however, there were reports that Japanese were still in Vladivostok under the disguise of Chinese or Koreans, the inhabitants were warned against concealing or harbouring them under pain of very severe punishment.

At present there are three Russian military centres at Fengtien, namely, Taohiao, Liaoyang, and Fengwangcheng, which constitute the second defence line of the Russians. All the native shops in Fengwangcheng have been closed. The Russians are building more forts there, and the Chinese were forced to work with little or no wages, in face of great danger and much hardship. Every five Chinese were under the supervision of a Russian soldier, sword in hand.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Council will be held at 3 p.m. to-day.

BUSINESS.  
1. Financial Minutes. (Nos. 24 to 26).  
2. Report of the Finance Committee. (No. 5).  
ORDERS OF THE DAY.  
Third reading of the Bill entitled An Ordinance for the Reservation of a Residential Area in the Hill District.  
A meeting of the Finance Committee will be held immediately after the Council.

## A PERILOUS VOYAGE.

## ADVENTURES OF THE "SADO MARU."

A *Daily Press* representative, from a visit to the Nippon Yusen Kaisha s.s. *Sado Maru*, gathered some interesting details of her voyage from Europe to Hongkong.

When the war broke out the *Sado Maru* was at London with a general cargo aboard for the Far East. What was to be done? Russian warships, it was said, were infesting the waters of the Mediterranean and Western Islands. Clearly, the voyage to Japan would be a dangerous one. To begin with, all the merchandise was discharged, the vessel subsequently, on the 17th February, going to Cardiff for coal. At the Welsh port she ballasted with smokeless "black diamonds," leaving for Cape Town on the 28th February.

## RUNNING THE GAUNTLET.

The steamer, of course, did not advertise her departure, but slipped out of the narrow waters of the Irish Sea into the vast Atlantic almost unknown to anyone. Her Japanese characters on the bow were painted out, while the course taken was a very wide one. Engines were not by any means opened out, but on the other hand the vessel's speed was hushed, the twin screws simply churning the water so as to drive her along at a very moderate speed. The engineers, however, had always to be ready for firing-up. Thus, while there were little or no risks of a break-down, the good ship was always prepared to show a clean pair of heels to anything "her own weight"; she could have done 14½ or 15 knots at a push.

## UNDER COVER OF MIST.

Approaching the vicinity of the Western Islands there was, naturally, great excitement. There had been reports that an enemy's ship was lurking somewhere around Tenerife, waiting to send shells across the bows of any ship flying the "Rising Sun." Luckily the sky became murky and a most agreeable, under the circumstances, "pau-soup" fog set in. Under cover of this no one entertained fears for the vessel's safety, and the danger point was soon passed.

When the weather cleared a long line of smoke showed far down on the horizon, that being the only part of a ship, enemy or otherwise, seen on the voyage.

## TROUBLESOME NEWSPAPER MEN.

Arriving at Cape Town on the afternoon of the 22nd March the vessel was besieged with reporters from local dailies, all demanding news of the first Japanese merchant steamer to visit the port.

"Yes," said our informant, an Englishman, by the way, "the *Sado Maru* was the first Japanese freighter to point her nose at Table Mountain."

## A VISIT TO DURBAN.

Orders were awaiting Capt. Anderson to proceed at once from Cape Town to Durban, Natal, for bunkering purposes. Steam therefore was kept up, and the anchor was weighed next day. At Durban the ship went alongside, allowing inhabitants to walk aboard by the gangplank. No Japanese steamer had visited Durban before. The people there, fired with admiration for what they were pleased to call the "Oriental Britain," treated the visitors extremely well.

## THE VOYAGE EAST.

Setting out from Durban on the 30th March, Capt. Anderson again used his former caution, going wide of the track of steamers. This circuitous route terminated on the 19th April, when the Sunda Straits were reached. Two days later Singapore showed up, the vessel proceeding on her passage to Hongkong next day, the 19th inst. She is now loading merchandise for Japan, at the Kowloon Wharves.

The report that the *Sado Maru* was chased in the Mediterranean by a Russian cruiser when on her recent voyage home is false. War had not then broken out.

## CHINESE LABOUR FOR THE RAND.

## SIR HIRAM MAXIM'S VIEWS.

In a letter to the *London Daily Mail*, Sir Hiram Maxim, the famous inventor, says:—  
The Chinaman is the most skillful agriculturist that the world has ever known; he can get more than twice as much out of the soil as any white man that ever lived; he works more hours in the day and more days in the year than anyone living. He is the most peaceful and law-abiding man to be found in any country in the world, but, curiously enough, the very things which are considered virtues in the white man are considered vices in the Chinaman. In the United States of America it has been pointed out time and again by Chinese officials and writers that the Chinese in the United States of America are the most peaceful and law-abiding of foreigners to be found in the country. The people who were instrumental in his expulsion were not even honest enough to tell the truth; they pretended that the Chinaman was excluded on account of his vices, but as he had no trace of what would be considered a vice in a white man, a general assertion of unspeakable vices were manufactured for the occasion, his persecutors evidently believing that the end justified the means. I am strongly of the opinion that if the best, most peaceful, and law-abiding working men that the world has ever known is once introduced into Africa and his excellent qualities understood and realised, he will be appreciated; Africa will manage somehow or other to profit by his matchless skill and industry, and the Chinaman will eventually become a fixture in South Africa. Perhaps there is no country in the world where he would be so much good; what a shame, then, that we are not brave and truthful enough to treat him like a man instead of like a dangerous wild beast!



## MANILA NOTES.

## THE LUKBAN CASE.

Judge Windrop has handed down his decision in the case of the United States v. Vicente Lukban and Cayetano Lukban. The court found them guilty in the manner and form of the indictment. He sentenced the defendants to five years' imprisonment each, a fine of one thousand dollars each, and between them to pay the costs of the prosecution.

The defendants appealed to the Supreme Court and were admitted to bail in the sum of eight thousand dollars each.

Dr. Justo Lukban, practising at Wyndham Street, Hongkong, is a brother of the two defendants, and, it will be remembered, is accused of giving Ricarte, the Filipino outlaw, money to assist him to return to the Philippines. The Supreme Court proceedings will be interesting.

## A LAKE LARAO GUNBOAT.

Mr. D. Trumbull, engineer for Farnham, Boyd and Company, is going to Mindanao to superintend the setting up of the gunboat on the lake.

## FRANK JOHNSON.

The Veteran Army of the Philippines has again come to the front in the matter of looking after its soldier dead. It has been informed that one of its members, Frank Johnson, died at the legation hospital in Canton several weeks ago, and efforts will be made to have the remains returned to his home in the United States. Johnson was formerly engineer of the fire department at Manila, and was a member of Lawton Post, No. 1, V.A.P. He came to the islands as a member of the 1st Washington Volunteers in 1898, and when that regiment was returned home he cast his lot among those who had decided to remain in the Orient. Later he went to Canton, where he was employed as an engineer on the Canton-Hankow railroad.

## CUSTOMS APPEALS.

Several important decisions have just been handed down by the Court of Customs Appeals. One of the decisions deals with a protest made by the firm of Messrs. Warner, Barnes and Company against classification made of a steam separator. The separator had been classed "as other machinery and detached parts not otherwise provided for." The court held that a separator used in a sawmill was not dutiable under the rules as it is sawmill machinery.

## THE MULE CASE.

C. M. Hulet, charged with being one of the parties who had committed fraud upon the Government in the purchase and purchase of mules for the use of Manila City, pleaded not guilty. The arrests in the case were made some months ago, when it was stated that four mules in a lot of thirty-six that were inspected and accepted were not sound and not worth the price that was being paid for them. Several witnesses were examined, and stated that as a lot of thirty-six mules were worth the price paid, an average of one hundred and fifty dollars each, as some were worth much more than that figure and others less. The case was adjourned.

## A DISPOSED PARK.

The municipal board has taken up the matter of making a park out of the exposition grounds, on Calle Padre Ferrer and Herran, Malate, which was proposed some time ago by the Insular Government. The Insular Government was willing to give the ground if the city would maintain it as a park. The secretary of the board has been authorised to inform the executive secretary that if the ground in question is to be devoted to school purposes, the city is willing to maintain a park about the building, but if the ground or any part of it is to be used for hospital purposes, the city is not inclined to make the improvements suggested, as the park would not be available for popular use.

## CORRESPONDENCE.

## BAND PERFORMANCES.

## TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th April.  
Sir,—Judging from the various letters appearing in your columns to-day on Band Performances in public it would seem that my letter has unwittingly given rise to some misunderstanding. That bandsmen should be remunerated for their services is both reasonable and just, but that the permission to perform should be characterised as a privilege or kindness I will never admit. "Griffin" should remember that as the services of bandsmen are only lent by the State and not given, the control by officers over those services can at best only be partial and by no means absolute. In a colony like Hongkong, where amusements are few and far between, the absence of a band performance usually means to hundreds of ladies and children (to say nothing of men) the privation of an innocent and agreeable form of amusement, and it was chiefly for their benefit that my remarks were intended. I ask any of your readers whether it is not deplorable that whilst officers raise no objections to their bands contributing to swell the pockets of hotel companies, that a public performance, on the average about once a month, and lasting for two hours, should be looked upon as a gross enormity. Napoleon once said that there was but a step from the sublime to the ridiculous, and the attitude of officers in regard to this matter is fast assuming ridiculous proportions. Yours, etc.

SEMI-BREVE.

## TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 25th April.  
Sir,—Bandsmen being under the obligations imposed by the Army Act on soldiers and officers alike to obey orders whether they appeal to him or not. Surely occasions in which the performers in the Band are put to personal expense must be very rare indeed. He should note that in my first letter I advocated suitable remuneration for the Bandsmen.

My attention is next claimed by "Savvy." Well might I cry out, "A Daniel, eye a Daniel, come to Judgment!" I am indeed flattered that such an erudite scholar should so tersely and accurately define the meaning of that very ambiguous term "pittance" which I used. I presume "Savvy" values his safety even more than his shickles. Why, then, grumble at the bill for that safety and which, large as it is, is only a fair proportion of the whole cost of garrisoning this Island?

With some trepidation I venture to suggest for "Savvy's" consideration that "the whole is greater than the part" (Euclid, Book I, Axioms), and that although the whole military contributions may exceed one million dollars, the part, as represented by the average tax-payer's disbursement under the above head, may still be described as a "pittance." Q.E.D.

I further challenge either "Semibreve" or "Savvy" to publish the exact amount they, in any one year, have personally paid to the military contribution as apart from the other taxes for which they are liable to taxation.—I am, Sir, &c.

GOLD LACE.

## SUPREME COURT.

Monday, 25th April.

## IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CLAIM AGAINST HANKOW MERCHANT.  
Chan Yik Chuen, merchant, 48 Bonham Strand, claimed under a writ of foreign attachment the sum of \$5318 due by Cheung Yik Hong, merchant, Hankow. Mr. M. W. Slade, barrister-at-law (instructed by Mr. F. B. Deacon, of Messrs. Deacon, Looker & Deacon, solicitors), appeared for the plaintiff.

His Lordship asked if there had been a writ of summons served on the defendant?

Mr. Slade answered No; the expense of serving a writ at Hankow was too great.

His Lordship remarked that it was not usual to begin on a writ of foreign attachment in that way.

Mr. Slade admitted that it was unusual. But in this particular case they had told the defendant by letter that they were going to attach his property, so he knew all about it—he knew everything.

His Lordship—You are proceeding under Section 469?

Mr. Slade—Yes. Continuing, he said that on 23rd July, 1903, defendant owed plaintiff in respect of transactions between them a balance of 19,211 taels. Between that date and the 11th September plaintiff sold goods for the defendant to the value of 15,382 taels and retained the proceeds. Deducting these proceeds from the original sum due there was still due 3829 taels, equal to \$5318. It appeared that the plaintiff acted as agent for defendant here in Hongkong since about 1890, and very large transactions had passed between them. In the middle of last year the account between the parties stood at 19,211 taels in favour of the plaintiff. In July plaintiff sent in an account to the defendant showing the state of the account between the parties. On receiving this account the defendant in reply wrote a letter in which he admitted that he owed money to the plaintiff though he did not specifically mention the amount, but asked for time and suggested that the amount of goods in the hands of the defendant would be enough to settle the account and leave a balance in his favour; if that did not turn out to be so he hoped they would give him time to pay off the balance due. As a matter of fact it turned out that these goods when sold were not sufficient to pay off the whole of this sum of 19,211 taels; the balance outstanding was now being sued for in this action.

Lan Li Kok, manager of the Yee Shun firm of which plaintiff is sole partner, proved the account.

Li Yu Mui, garnishee, deposed that he was in possession of 2,81 taels belonging to the defendant.

His Lordship gave judgment for the plaintiff with costs, and directed that execution be issued against the whole of the property attached.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUNISH JUDGE).

## AN AUSTRALIAN CONTRACT.

Wen Koon Kwai sued Chuen Soong for the equivalent of \$567.50.

Mr. F. X. d'Almada e Castro, solicitor, appeared for the plaintiff. He stated in opening the case that some time in June or July last both parties were residing in Geraldton, North Queensland. Defendant asked plaintiff if he would like to invest money in a share in a certain firm in Hongkong, the share to cost £50. Plaintiff consented and handed over the money which was duly despatched to Hongkong, the agreement being that he should get a share certificate or book or else that the money be returned. In November defendant left Geraldton and came to Hongkong. A few months afterwards plaintiff also came over to Hongkong and asked defendant for his share scrip. Defendant replied that he had not got it. Plaintiff then asked for his money back, and defendant told him the money was all lost as the firm into which it had been put had been smashed. He now sued for its recovery.

His Lordship after hearing evidence gave judgment for the plaintiff with costs.

## POLICE COURT.

Monday, 25th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

## THE BONHAM STRAND FIRE.

For being found on the first floor of No. 3 Bonham Strand (next to that burning) during Sunday morning's fire, evidently with intention to steal, a Chinaman was sentenced to a month. Another Chinaman, charged with stealing a purse, a new arrival from China, was sentenced to 21 days' hard labour, six hours in the stocks and banishment. Fires seem to be quite a wind-fall to rogues and vagabonds.

## THEFT.

Twenty-one days' hard labour and six hours in the stocks was awarded a Chinaman for stealing an opium-pipe. Stealing pipes, by the way, seems quite a favourite occupation. Another man was charged by a Chinese student with stealing a pipe. The student, of course, "did not smoke himself; he kept opium for his friends." Defendant, who was convicted for unlawful possession, was required to pay \$20, or six weeks and six hours' stocks.

## RUSSIANS AT HONGKONG.

Three Russian vagrants were sent to the House of Detention. The men were stranded from various ships, one of them being a deserter from the *Queen Louise*. It appears that they applied at the Russian Consulate for assistance, volunteering to fight for their country, but the Consul would have nothing to do with them!

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

## RETURNING FROM BANISHMENT.

A man charged with stealing a watch, chain, and some other things was discovered to be an individual who had returned from banishment. He was sentenced to 14 months, 12 of which was credited to the banishment account.

## ALLEGED STEALING TREES.

Some very curious articles, brought forward as evidence, at times find their way into the Police Court. Yesterday morning of all things imaginable a tree was dragged before Mr. Kemp. A Chinaman charged some of his neighbours with stealing it. The case was remanded.

## CHARGE AGAINST A SHIP'S CAPTAIN.

A Marine Court of Enquiry sat at Singapore on the 14th inst. to enquire into a charge of neglect of duty preferred against Capt. Primrose, the Master of the s.s. *Ban Whatt Soon*, while in the command of the vessel. W. Ramsay, chief officer of the *Ban Whatt Soon*, stated that they were entering Rho Straits about 8 p.m. on Feb. 12. The *Karass* light was just in sight. The captain and serang, relieved witness who went below till 10 past 9. The serang then came below and called witness and he went on the bridge. Witness saw the *Karass* light well on the starboard bow. That was running into danger. The captain was lying on a chair between the two compasses on the bridge. Witness put the helm hard a port and got the light a little on the port bow. He then tried to wake the captain by shaking and pulling him for five minutes. He got up and said, "Where is she?" Witness replied that the serang had called him out of his bed, and if he had not come on the bridge the ship would have been ashore. About 9.20 p.m. the captain altered the course to N. by E. The captain was walking on the bridge when witness went below. The captain seemed in a very dazed condition when awakened. Witness had seen him drinking that night. Witness was not prepared to say that he smelt of liquor. On March 6 they were stuck on the bar at Pontianak. They had been ashore there since the 2nd or 3rd. On the 6th the vessel was moving her engines from 6.30 to 8.30 a.m., but the vessel did not move. The captain then lay down in his chair and called to the boy to bring breakfast. The boy did so, but could not awake the captain. Witness also spoke to him, but could get no answer. He lay there till 2.30 in the afternoon in the sun and got his chest scorched. He had been drinking whisky or brandy all the morning. Cross-examined, this witness said the captain had offered witness the berth of captain, but he said he would not take it on the same pay that the captain had received.

More witnesses for the complainant were called.

Capt. Primrose, in his defence, denied the charges *in toto*. He called Mr. David, a passenger, as a witness to support his denial. Capt. Wynne, of the s.s. *Sambas*, who offered to tow the *Ban Whatt Soon* off the bar at Pontianak, stated that he was two hours on board talking to Capt. Primrose, but they did not come to terms. Capt. Primrose was then perfectly sober and did not look as if he had been on a drinking bout.

After a few minutes' deliberation the Court announced that they fully exonerated Capt. Primrose.

## THE NEW STRAITS GOVERNOR.

His Excellency Sir John Anderson, the new Governor of the Straits Settlements and High Commissioner of the Federated Malay States, arrived at Singapore by the P. & O. s.s. *Chusan* on the 16th inst. Flugs fluttered gaily from every pinnacle in the city. The band of the Manchesters, arrayed in all the glory of red tunics and white helmets, took up their stand on the pier. A detachment from the same regiment was drawn up at attention ready to salute His Excellency, while outside the policemen had donned their gala uniform, and what with the flashing uniforms of the officers, the jingle and glitter of the accoutrements, and the costumes of the ladies, the scene at Johnston's Pier was wonderfully gay.

## FRANCE AND GREAT BRITAIN.

The *Standard's* Paris correspondent writes:—M. de Lanesman, the former Governor-General of Indo-China, who was Minister of Marine in the Waldeck-Rousseau Cabinet in June 1899, only a few months after the Fashoda incident, has ventured to explain to his countrymen, in the *Siecle*, the real reason which induced the French Government to yield to the demands of England in 1898. After referring to the secret Diplomatic Despatches in which the Russian Government, on that occasion, promised to support France in a war with England, he declares that though he has serious reasons for believing that the story contains inaccurate statements, he considers it superfluous to correct them, because, even as they stand, they show that Russia loyally warned the Republican Government that she could not do more than make a diversion on the Indian frontier, and that not at once, but only in the following year. The S. Petersburg Government accordingly advised France to try and gain time. In M. de Lanesman's opinion, the attempt to make France believe that, because Count Muraviev said to President Faure "If you fight, we will fight," makes it incumbent on him to show what risks the French would have run had they relied on the military support of Russia and broken off diplomatic relations with Great Britain. Writing with the authority of a man who is sure of the facts, he says:—

"The very minute after the rupture, the English squadrons would have been in front of our ports in the north and in the Mediterranean, and a body of troops, which were at Malta ready to start, would have landed in Tunis or Algeria at some point where it would have been difficult to oppose them; Bizerta, for instance, which had not been organised. At the same time our defenceless colonies would have been simultaneously attacked in all the seas by the English Naval Divisions, against which it is perfectly well known that our means of opposition were practically nil.

"All our squadrons in the North Sea and Mediterranean were not at that time, in a condition to hold their own against those of England, as they were ill provided—it is no longer a secret for anyone—with a number of necessities, to say nothing of projectiles, as in a word, we were no more in a position to carry on naval warfare in European seas than a colonial war in the Far East or elsewhere, a rupture of relations with England would have been followed by prompt and grievous disasters. It is painful to recall these circumstances, and I do it with regret, but it is indispensable that all who really care for the interests of the country should bear them in their mind when, with the object of dragging us into another adventure, someone, whose identity should be made known, is causing narratives and diplomatic documents to be published in the Press."

Referring to the loyal admission of Russia that, in the event of war, she could not reach the Indian frontier before the second year of the campaign, M. de Lanesman recalls the fact that, in 1891, partisans of a war against England spoke of the grave measures the British Government would feel at the idea of Russia invading India, while the English fleet and armies were occupied with the French in Europe. Anyone with the slightest knowledge of the country must know that the Minister, how difficult it would be to traverse the mountainous regions of Afghanistan, where England has friends ready to defend their own independence. M. de Lanesman proceeds:—

"I have myself seen at Peshawar, perhaps the only point where an army coming from the north could penetrate into India, the accumulation of provisions, artillery, and arms of all sorts, which England has provided there in view of an attack. I have also seen the troops, she keeps there permanently, and the barracks which have been constructed for troops which could easily be concentrated there by the railways, at the very first alarm. When in 1898 I read in the warlike newspapers about the pretended uneasiness of Great Britain, as to a possible invasion of India by Russian troops, I wondered which predominated, the ignorance of the writers or their confidence in the public credulity."

M. de Lanesman is inclined to believe the correctness of the account published in England of the interview said to have taken place in London between M. de Courcelles and Lord Salisbury, who is reported to have replied to the French Ambassador:—"I know all that, and I have taken all the necessary measures." M. de Lanesman says:—

"What he certainly knew best was that Russia could not then be of any use to us in the European seas; that all she could attempt would be to make a diversion against India, and that there the English had nothing to fear."

Referring to the assurance said to have been given by Count Muraviev to President Faure in 1898, "If you fight, we will fight," and the argument that France must, therefore, take up arms in favour of Russia now, the ex-Minister writes:—

"All that is very serious, because Russia's inability, in 1898, to give us any effectual aid exists at the present moment for us in the same degree. Everyone knows this. Why, then, do people publish narratives and documents calculated to mislead public opinion by making Frenchmen believe that we are engaged to Russia by the promises she is alleged to have made to us in 1898, and that we should commit an act of ingratitude if, to-day, we do not do for her what she did for France then. Since, according to M. de Lanesman's assertions, we have no written engagement which obliges us in any case to make an armed intervention, and since that intervention is impossible, why are attempts made to induce people to believe the contrary? Who is it that publishes narratives and confidential documents intended to thus mislead Frenchmen? In a word, who is urging France on towards a war which she does not want, and which she cannot want? Who is the instigator?"

## SHIPPING NOTES.

The German s.s. *Borneo*, Capt. E. Muhle, left Sandakan on the 21st April, 1904, with a full cargo of timber and general and arrived in Hongkong on the 25th April at noon. In the Sulu Sea had moderate N.E. winds, occasional rain showers, and moderate sea. In the China Sea up to 19 N. experienced light Ely winds, light N.E. swell and clear sky, from there into port smooth sea and light N.E. swell.

The *Kubi* from Manila and the *Borneo* from Sandakan report fine weather.

COAL.  
The Crown of Arragon from Cardiff has 2,700 tons of coal aboard.

SALT.  
The French steamer *Melita* arrived from Kwongchow yesterday with a cargo of salt for Messrs. Bradley & Co.

CALTRIDGES.  
The Hamburg-America s.s. *Strasbourg* arrived from Hamburg with a large quantity of cargo, including 749 cases of cartridges.

## KODAKS! KODAKS!! KODAKS!!!

AND

## PHOTO GOODS OF EVERY DESCRIPTION.

We have an Establishment Solely devoted to

## DEVELOPING AND PRINTING

or Amateurs, where we turn out work of the best description and with great promptness.

LONG, HING &amp; CO.,

17A, QUEEN'S ROAD CENTRAL

(Few Doors East of Hongkong Hotel)

Hongkong, 10th March, 1904.

## THE PASSAGE OF LAKE BAIKAL

## TRANSPORTATION DIFFICULTIES.

Before many weeks now (says a recent issue of the *Graphic* to hand) the spring thaw will have set in and the ice-breaking steamers will be at work, smashing a channel for themselves across Lake Baikal and transporting the trains bodily from station to station on either side—a steam train ferry on a large scale which originated in the land of big things, the United States; but during the long and terrible winter when the Baikal is frozen, the journey across is generally made by sledge. A railway has been laid over the ice under the stress of the war, with its enormous demand for men and material for the Far East, and both by sledge and by train the resources of Russia have been and are pouring forth along the whole vast line of route from S. Petersburg and Moscow to Vladivostok and Port Arthur.

The journey is severe and trying, but the arrangements of the Trans-Siberian Railway, carried out regardless of expense, are extremely good; the enormous natural difficulties have been successfully overcome, and travellers are surprised to find not only comfort but luxury at the principal stations. One of the most remarkable is the Resthouse, built in the middle of Lake Baikal upon the ice during the winter months, at which the travellers by sledge and rail stop for warmth and refreshment during the long cold passage across. Here, as everywhere, warmth is the great want, and it is secured by two potent helps—stoves and felt-lining.

Reuter's correspondent at S. Petersburg says a telegram from Vorkhi Udinsk states that the transport of troops across Lake Baikal is going on quite smoothly. All the rolling stock required for use in Eastern Asia has now been brought across Lake Baikal, and the last engine has been taken over to the other side.

Captain Yelst, writing from Ledokolnina on March 4th, says:—

"Since the beginning of the war we have been concerned with the question of the transport of troops through Siberia, and especially through the Baikal district. From the Baikal Station, which is on the west side of the lake, two hours' distance from Irkutsk, could be seen an interminable line of two-horse sleighs. At one place there is a shed where travellers, by simply signing a receipt, are provided with fur overcoats and boots, which are returned at Ledokolnina. "From the start a novel spectacle was unfolded before our eyes. Horses harnessed with four ropes dragged light railway trucks, either empty or loaded. This is an idea of Prince Khilkoff, Minister of Ways and Communications, who had at first thought of making use of locomotives for traction purposes, but the first engine which ventured on the ice crushed through, owing to its weight, and disappeared into the lake. It was then that animal traction was resorted to. The soldiers are carried across in sleighs with parties of four. Excellent order is kept. The rumours circulating in S. Petersburg concerning soldiers alleged to have been frozen to death are unfounded, and provoke laughter when mentioned here. The erection of heated sheds at an interval of every three or four versts on the road across the lake, a distance of forty-four versts, shows the solicitude of the Minister of Ways and Communications in this respect."

"Half-way across there is a refreshment booth where hot food and spirits can be procured. During our crossing we heard several loud reports similar to those of guns. It was the ice, which in 25deg. of frost was cracking. Several of the cracks we found to be over 7ft. wide. In order to prevent travellers from being lost in the snowstorms bells are rung at all the sheds on the route, which is lit by lamps, and flanked with telegraph posts. As you can judge, the passage of the Baikal is very well organised, and there is hardly any danger of being frozen en route."

## LORD ROBERTS AND THE NEW PACIFIC.

At a meeting last month in the Royal United Service Institution to hear Dr. T. Miller Maguire lecture on "The New Pacific from a Strategic Point of View," Lord Roberts, who presided, said that there was one point to which he would especially invite their attention—namely, that it was to the Pacific that the centre of international gravity had now shifted, and that it was mainly in that direction that the dominating factors would be found when any serious future complications arose. In Japan we found, perhaps, the most wonderful instance of national new birth which history had ever recorded. Less than forty years ago those comparatively small islands were scarcely in touch with the outer world, and strategically were a negligible quantity. To-day Japan was a nation whose alliance we were proud to possess (hear, hear), and she esteemed herself powerful enough to enter singly into a contest with a European Power which had the strongest army in the world, and the bravery of whose soldiers was only equalled by their hardness. Within the last few years Russia's hitherto undeveloped possessions had been brought into direct communication with S. Petersburg by a railway close upon 6,000 miles in length. Other nations had not kept aloof from that region. France had possessed herself of the territory known as Indo-China, Great Britain had acquired Hongkong and Weihaiwei, and Germany Kioochuan. Then, again, one hundred years ago Australia was considered a waterless waste. Now it was a flourishing continent, the colonies of which four years ago nobly came to the aid of the mother country in her hour of need (hear, hear). Crossing to the Eastern side of the Pacific, there was the same extraordinary development and progress which also changed the old strategic conditions. The Pacific had been connected with the Atlantic by nine lines of direct railway communication; but valuable and important as those were from the strategic point of view, they would be surpassed when the canal was made through the Isthmus of Panama. Then, indeed, the old strategic conditions would be changed (hear, hear). He called attention, also, to the fact that two submarine cables had been laid from shore to shore, the one all-British, from Vancouver to Australia, and the other belonging to the United States, from San Francisco to Manila.

## WAR DEMONSTRATIONS IN RUSSIA.

One of the *Times* Russian correspondents writes:—

The war manifestations held in the large towns serve to show that interest in politics has of late spread extensively among the inferior classes. These demonstrations provided an opportunity for outward expressions of public opinion, and consequently what was at first encouraged by the authorities has now been suppressed. Thus the students of S. Petersburg University were urged to give voice to their approval of the war, but out of the 5,000 to 6,000 students there were barely more than 200 who signed the address to the Tsar. When these students went to cheer outside the Winter Palace they were met by Adjutant-General Kleigels, who advised them to disperse; "for," he said, "if you persist, your enemies will also come here and make a scandal, to your and our discredit."

What was thus avoided at S. Petersburg occurred at Odessa, where the students who are members of the Sacred League gathered near the University building to cheer for the war. This Anti-Soviet and loyal organisation was thereupon attacked by the others students, and a free fight ensued.

At Moscow the patriotic manifestations used to begin every evening between 10 and 11 o'clock. Portraits of the Tsar were carried about by groups of individuals, who insisted that everyone should take off his hat on passing. Those who failed to comply had their hats knocked off. Every day these brawlers became more and more numerous and violent. They sometimes even insisted on the removal of ladies' hats. For five or six days these scenes continued and lasted till the early hours of the morning. At last the crowd, comprising many drunkards, proceeded to the Palace, and as the Governor-General failed to appear at the window, they hissed and hooted. The police, in endeavouring to disperse this mob, were severely handled and many constables were hurt. The next day the Governor-General issued an appeal to the people to resume their usual work quietly, and a large force occupied the streets to prevent further manifestations. The loyalist students of the Kieff Polytechnic Institute also attempted a demonstration. They hired a band to play the national hymn; but their students themselves began to hiss. A fight between the two parties ensued, and many students were seriously injured. In the mean while the police now forbid any sort of manifestation in the town.

At Vilna and at Rostoff on the Don the police actively organised loyalist manifestations, especially in the theatres. The workmen employed on the State railway were forced to attend a *Te Deum* and to address felicitations to the Tsar. All this has now been abandoned as too dangerous. The Governor of Nikolaioff and Vice-Governor Anashtchevsky of Kharkoff have also issued special appeals to the inhabitants of those towns to cease their patriotic manifestations. It is thus evidently apprehended that the manifestations which so naturally occur in war time may in Russia serve to weaken rather than to strengthen the hands of the Government.

## TRADE MARK.

TELEPHONE No. 135.

## HAVE YOU TRIED

## "YEBISU"

THE FAMOUS BEER OF JAPAN.

THIS IS A

PURE  
PLEASING  
POPULAR  
PALATABLE  
PRODUCTION.

\$16.00 PER CASE OF 8 DOZEN PINTS.

SOLE AGENTS

H. PRICE &amp; CO.

12, QUEEN'S ROAD CENTRAL. [41]

DR. NEWELL WILSON. DR. WILLIAM DANIEL.

## DENTISTS.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 1 P.M. and 2 to 5 P.M.

31, QUEEN'S ROAD CENTRAL

(First Floor Watkin's Building).

Hongkong, 18th February, 1904.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegram Address: Press, Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## TO LET.

No. 11, KNUXTFORD TERRACE.

Apply to—  
THE HONGKONG LAND INVESTMENT AND AGE. CO., LD.  
Hongkong, 26th April, 1904. [1097]

THE TRADE MARKS ORDINANCE 1898.  
APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that Messrs. WENDT & COMPANY, of Victoria, in the Colony of Hongkong, have on the 8th April, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARKS, viz.:

(1) An oval representation of the rostrum of a bird in captivity tending sheep in the land of the Tartars. The whole being surrounded by a Dragon Pattern Border.

(2) An oval shaped pictorial representation of nine Chinese singing girls in a balcony making music on various Chinese instruments, the surroundings and costumes being those of the Shanghai District; the whole is surrounded by an ornamental border in the name of the said Messrs. WENDT & COMPANY, who claim to be the sole proprietors thereof.

The TRADE MARKS have been used by the Applicants in respect of the following goods, in the following class, viz.:

Metal Trays in Class 13.

Facsimiles of such TRADE MARKS can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 23rd day of April, 1904.

(Signed) JOHN HASTINGS.

[1098] Solicitor for the Applicants.

## MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

## COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI,"

which applies to all Branch Offices and Hongkong and Shanghai Agencies.

Al, ABC 5th Edition, Western Union Codes used.

All Letters Addressed—

MANAGER, MITSUBISHI CO., with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOJI, KOBE, KARATSU and HANKOW.

AGENCIES:—

SHANGHAI: H. J. H. TRIPP.

HONGKONG: H. U. JEFFRIES.

MANILA: COMPANIA MARITIMA.

YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Armies; the Imperial Railway; Sanyo, Kiushu and other Principal Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China, Korean ports and America.

SOLE PROPRIETORS of Takashima, Ochi, Shinjoh, Namazawa and Kami-Yamada Collieries and also Hojo Colliery, which will be ready to produce on a large scale the best Buzen Coal from 1905.

Sole Agents for Kigio, Komatsu (Tagawa) and Matsushita Coals.

The Head and Branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries.

Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.

Hongkong, 26th April, 1904. [1099]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

FOR ACCOUNT OF Captain W. G. SIMPSON, R.M.,

on FRIDAY,

the 29th APRIL, 1904, at 11.30 A.M., at No. 3, CAMERON VILLAS, The Peak,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

contained therein.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th April, 1904. [1100]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on FRIDAY,

the 29th APRIL, 1904, at 2.30 P.M., at No. 12, HOLLYWOOD ROAD,

SUNDRY HOUSEHOLD AND OFFICE FURNITURE, &c.,

Comprising:—

TABLES, CHAIRS, MARBLE-TOP SIDEBOARD, CROCKERY, GLASS-WARE, WARDROBE with GLASS DOORS, BEDSTEADS, MARBLE-TOP DRESSING TABLE, and COPPER COOKING UTENSILS;

OFFICE DESKS, Two COPYING PRESSES, BOOK-SHELVES, GLASS CASE, &c., &c.

3 IRON SAFES, &c., &c.

TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 26th April, 1904. [1102]

## NEW ADVERTISEMENTS

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

FOR ACCOUNT OF Major BRYAN,

on FRIDAY,

the 29th APRIL, 1904, at 2.30 P.M., at No. 12, KNUXTFORD TERRACE, Kowloon,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

contained therein.

Particulars as per Catalogues.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 26th April, 1904. [1101]

THE Steamship

"NITHSDALE,"

Captain Cameron, will be despatched for the above port TO-MORROW, the 27th inst.,

afternoon.

For Freight, apply to

DODWELL & CO., LD., Agents.

Hongkong, 26th April, 1904. [1103]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS,"

Captain Bourdon, will be despatched for the above ports on or about MONDAY, the 2nd May.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 26th April, 1904. [1104]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RAS ISSA,"

will be despatched for the above ports on THURSDAY, the 26th May.

For Freight, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 26th April, 1904. [1105]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"STRASSBURG,"

Captain Madsen, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd May, at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 26th April, 1904. [1096]

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING

of the Members of the Hongkong General Chamber of Commerce will be held TO-MORROW (WEDNESDAY), the 27th APRIL, 1904, at 5.30 P.M., at the CHAMBER ROOM, City Hall, for the purpose of receiving the Committee's Report and Accounts for the year ended 31st December, 1903, electing the Committee for the ensuing year and transacting general business.

By Order,

A. R. LOWE, Secretary.

Hongkong, 18th April, 1904. [1046]

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY GENERAL MEETING

of Members of the above Club will be held in the CITY HALL, on SATURDAY, the 30th APRIL instant, at 4 P.M.

By Order,

T. F. HOUGH, Clerk of the Course.

Hongkong, 15th April, 1904. [1010]

SWATOW DISTRICT.

LOCAL NOTICE TO MARINERS,

No. 42.

A Submerged Wreck off Cupehi Point.

NOTICE IS HEREBY GIVEN that the Master of the British Steamer "YIK-SANG" reports having, on the 21st instant, passed a submerged wreck with most showing about 8 feet above water.

Black Mount N 32° E true 33 miles.

Black Rock N 71° W " 104 "

Cupehi Point N 204° E " 52 "

Lat. 22.43° Long. 116.33 East.

The wreck lies in 13 fathoms at low water spring tides.

By Order,

A. HOLZ, Harbour Master.

Approved: FRANK SMITH, Acting Commissioner of Customs.

Custom House, Swatow, 22nd April, 1904. [1099]

RUINART PERE & FILS, REIMS

Established 1719.

CHAMPAGNE CHATEAUX AND SHIPPERS.

Ship only the Finest Quality Extra Dry (Green Seal)

LAUTS, WEGENER & CO., Sole Agents.

Hongkong, 18th May, 1903. [150]

NOTICE TO ROWLOON RESIDENTS

EXTRA COPIES of Daily Press are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road.

Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

## INTIMATION

## AN ORGAN RECITAL

WILL BE GIVEN

BY

MR. A. G. WARD,

IN

ST. JOHN'S CATHEDRAL,

ON

FRIDAY, APRIL 29TH,

AT 5.15 P.M.

Vocalist:—

Mr. G. H. EDWARDS.

A Collection will be made in aid of the Organ Fund.

Hongkong, 25th April, 1904. [1090]

## PUBLIC COMPANIES

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company THIS DAY (TUESDAY), the 26th day of APRIL, at Noon, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 103 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,

A. SHELTON HOOVER, Secretary.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED, General Agents for

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

Hongkong, 26th April, 1904. [981]

HALL AND HOLTZ, LIMITED.

THE 12th ORDINARY GENERAL MEETING OF SHAREHOLDERS

will be held at the HEAD OFFICE of the Company, No. 29, The Bund, Shanghai, on SATURDAY, 30th APRIL, 1904, at 11 o'clock A.M., when the report and accounts for the year ended 29th February, 1904, will be presented.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 30th APRIL, both days inclusive.

By Order,

E. R. PALMER, Secretary.

Hongkong, 19th April, 1904. [1045]

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1894, of the Five Shares Nos. 1481/14135 in this Company, standing in the name of Mr. MOK SHEE YONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON, Acting Secretary.

Hongkong, 4th April, 1904. [934]

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon contributions for the year 1903 has been declared.

Warrants will be issued on the 4th May.

By Order of the Board,

C. MONTAGUE EDE, Acting Secretary.

Hongkong, 15th April, 1904. [1017]

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

SCRIP LOST.

SCRIP Certificate of Four shares numbered 3443 to 3446 inclusive and registered at the Head Office in the name of WING WO (永和) has been declared to be lost, stolen or mislaid, and application having been made to the Court of Directors for a duplicate, a notice is hereby given that unless the said certificate be presented, or any objection lodged at the Office of the Company in Shanghai on or before the 14th May, 1904, a new Certificate will be issued.

By Order of the Court of Directors,

WM. GEO. BAYNE, Secretary.

Shanghai, 13th April, 1904. [1086]

SIEN TING.

SURGEON DENTIST.

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1903. [95]

## MAIL TABLES

FOR 1904.

Mounted on Card ... 30 cents

Paper ... 20 cents

On Sale at the Daily Press Office.

Hongkong, 5th March, 1904.

## NOTICES OF FIRMS

NOTICE.

WE have This Day authorised Mr. J. W. C. BONNAE to SIGN the name of our Firm in Hongkong and China, by procuration.

GIBB, LIVINGSTON & CO.

Hongkong, 22nd April, 1904. [1033]

THE CHINA FIRE INSURANCE CO., LD

NOTICE.

FROM This Date, and during the Absence of Mr. GEO. L. TOLPIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

E. GORTZ, Chairman.

Hongkong, 30th March, 1904. [893]

## AUCTIONS

## PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction,

TO-DAY (TUESDAY),

the 26th APRIL, 1904, at 2.30 P.M., at his

SALER ROOMS, Queen's Road,

SUNDRY HOUSEHOLD FURNITURE,

AN INVOICE OF VIENNA CHAIRS,

GROCKERY, GLASS and PLATED

WARE, PINGPONG and other GAMES,

NAUTICAL BOOKS, CHARTS, GINO-

CUAR, COMPASSES, STEAM ENGINE

INDICATOR, PHONOGRAPH and

RECORDS;

Two DOUBLE-BARRELLED CENTRAL

FIRE FOWLING PIPES.



# ROBINSON PIANO Co. LD.



**\$100**

**REDUCTION**

ON 11 UPRIGHT GRANDS  
OF  
**OUR OWN MAKE**  
**\$350 AND \$395.**

TO MAKE ROOM FOR THE  
OUTPUT FROM OUR

**NEW  
PIANO FACTORY**

**Cash OR Credit.**

Hongkong, 6th April, 1904.

THE  
**JOB PRINTING  
DEPARTMENT**  
OF THE  
**"HONGKONG DAILY PRESS"**

IS REPLETE WITH ALL THE LATEST  
AND MOST UP-TO-DATE APPLI-  
ANCES FOR THE PRODUCTION OF  
FIRST-CLASS WORK.

ALL DESCRIPTIONS OF  
**ILLUSTRATED  
CATALOGUES,**

**CIRCULARS,  
VISITING CARDS,**

AND  
**COMMERCIAL**

**PRINTING**

TURNED OUT ACCURATELY, AND  
WITH THE GREATEST DESPATCH,  
UNDER THE DIRECT SUPERVISION  
OF EXPERIENCED EUROPEANS.

**BOOK BINDING.**

**MACHINE RULING,**

**GOLD LETTERING,**

AND

**MARBLING, ETC.,**

ALL EXECUTED ON THE PREMISES  
AT THE SHORTEST NOTICE.

**LAW WORK,**

**LEDGERS AND ACCOUNT  
BOOKS**

A SPECIALITY, AND AT PRICES  
WHICH COMPARE FAVOURABLY  
WITH ANY OTHER PRINTING ESTA-  
BLISHMENT IN THE FAR EAST.  
ESTIMATES FURNISHED.

Hongkong, 15th April, 1904.

## INSURANCES

THE WESTERN ASSURANCE COM-  
PANY OF TORONTO, CANADA.  
INCORPORATED 1851.  
Cash Security ... \$25,719  
Total Losses Paid ... \$2,769,240

THE Undersigned having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

WM. MEYERINK & CO.  
Hongkong, 13th May, 1903. [194]

**NORTHERN ASSURANCE CO**  
**FIRE and LIFE.**

ESTABLISHED 1836.

THE Undersigned are prepared to accept  
First Class Foreign and Chinese RISKS  
against FIRE at Current Rates.  
Also to accept proposals for LIFE ASSUR-  
ANCE. Prospectuses on application.

TURNER & CO.,  
Agents.

Hongkong, 23rd September, 1903. [267]

**NORTH BRITISH AND MERCAN-  
TILE INSURANCE COMPANY.**

TOTAL FUNDS AT 31st DECEMBER, 1902,  
£16,378,771.

I. AUTHORIZED CAPITAL... £3,000,000 0 0  
SUBSCRIBED CAPITAL... 2,750,000 0 0  
PAID-UP CAPITAL... 687,500 0 0  
II. FIVE FUNDS... £2,671,275 14 10

THE Undersigned AGENTS for the above  
Company, are prepared to ACCEPT RISKS  
against FIRE at Current Rates.

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 19th June, 1903. [188]

**THE BOMBAY FIRE AND MARINE  
INSURANCE COMPANY, LIMITED.**

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to accept RISKS at Current Rates.

HOLLAND-CHINA TRADING CO.  
Hongkong, 26th November, 1903. [2160]

**L'UNION DE PARIS FIRE INSURANCE  
COMPANY, LIMITED.**

THE Undersigned having been appointed  
AGENTS for the above Company are  
prepared to accept Risks against FIRE at current  
rates.

SIEMSEN & CO.  
Hongkong, 1st January, 1904. [1]

**AACHEN AND MUNICH FIRE IN-  
SURANCE CO.**

OF AIX-LE-CHAPPEL.

THE Undersigned, having been appointed  
AGENTS for the above Company, are  
prepared to ACCEPT RISKS against FIRE  
at Current Rates.

REUTER, BROCKELMANN & CO.,  
Agents.

Hongkong, 21st April, 1897. [199]

**PHENIX FIRE OFFICE.**

THE Undersigned are now prepared to  
GRANT POLICIES of INSURANCE  
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.  
Agents for the Phoenix Fire Office.

Hongkong, 17th August, 1887. [29]

## GOVERNMENT NOTIFICATION.

INFORMATION has been received from  
the MILITARY AUTHORITIES that  
GUN PRACTICE will be carried out from  
Lyemna (Pak-sha-wan Battery), on the night  
of the 26th APRIL, 1904, in the direction of  
the entrance to Junk Bay, at ranges from 600  
to 2,000 yards, commencing about 7.15 P.M. and  
finishing about 9.30 P.M., if the range is clear.  
If the weather is unfavorable, practice will  
not take place.

By Command, A. M. THOMSON,  
Acting Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 19th April, 1904. [1035]

## 和 HIM WO, 謙

CONTRACTOR,  
HOUSE BUILDER, CARPENTER,  
MASON AND PAINTER.

No. 30, Cochrane Street, Hongkong.

Hongkong, 23rd April, 1904. [1085]

**5 DAYS ONLY.**

THE fees for the "UP-TO-DATE  
SHORTHAND" will be increased.

As the last day of April is on an early  
closing day, and Sunday is the 1st of May, the  
payment of \$50 to completion for the full course  
of 21 lessons may be made not later than Mon-  
day next. If you enrol before that date you  
may take your lessons at your leisure—in a  
month, or 6 months.

The dull pupil pays no more than the bright  
one. Pupils must be perfect in the 1st lesson  
before we supply a second.

It may be learned quite as well by post as  
attending the Studios at Hongkong or Canton.

It is not a school or a class; you come for ten  
minutes, take your lesson, and return smiling  
for the next. It is so easy you laugh at its  
simplicity. Those who say "It's no good," ask  
them their authority. Those who say "It's a  
fraud," ask for proof. Bring such sceptics to  
me, please.

Business Training Studios, Hongkong

(near G.P.O.)

Canton—144, Shamoon.

WARWICK PEELE, Principal.

Hongkong, 25th April, 1904. [380-661]

## HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 22nd March.  
About two years ago the Reichstag in a sud-  
den access of the spirit of religious toleration  
passed a bill repealing clause 2 of the anti-Jesuit  
law which provides that individual members of  
the Order of Jesus are permitted to reside in  
Germany, but on sufferance only, and subject to  
expulsion at the will of the Government, whether  
they be of German or foreign nationality. The  
news of this produced an outburst of indignation  
from the majority of the population, including  
many Roman Catholics; the ratification of the  
bill by the federal council was consequently put  
off until about a fortnight ago, when it was  
officially announced that the Bundesrath had  
given its sanction and that clause 2 had become  
a thing of the past. Protestants and liberal-  
minded Romanists alike were struck with dismay,  
protests appeared from all quarters, meetings  
were held, and the Press, with the exception of  
the semi-official organs, who tried to gloss over  
matters, was most emphatic in its condemnation  
of the act. This feeling is spreading and gain-  
ing strength every day in spite of the Chancellor's  
(Herr von Balow) arguments in defence of the  
measure in the Prussian Chamber last week.

At the first glance the repeal of clause 2 appears  
harmless enough, as its effect will simply be to  
protect German members of the order from ex-  
patriation, whilst foreign ones are, as aliens,  
still liable to be expelled the country at a mo-  
ment's notice; but the public looks upon it as  
the insertion of the thin end of the wedge which  
none know so well how to drive home, when an  
opportunity offers, as the Jesuits; it is regarded  
as the first step towards the readmission of the  
order into Germany. The Centre, or ultramoun-  
tane, party in the Reichstag being the most  
numerous and powerful one, with whom Govern-  
ment has to reckon for the passing of any mea-  
sure, the Chancellor is accused of pursuing a "do  
ut des" policy, sacrificing the interests of  
Protestantism and of free thought to momentary  
expediency. A proof that the bill is not viewed  
with favour even by Roman Catholics may be found  
in the recent declaration made by Dr. Seidelwitz,  
the Saxon Minister of Worship and Instruction,  
in the Lower Chamber in Dresden last week: he  
declared that the Saxon members of the federal  
council had voted against the repeal of the clause  
with the full consent of the king, who, although  
belonging to the Church of Rome himself, had  
graciously deferred to the wishes of his people,  
and (Dr. S.) trusted that they would all be  
truly thankful to his Majesty for it. As far as  
the kingdom of Saxony was concerned, art. 36 of  
the constitution would remain in force, accord-  
ing to which the settlement of religious orders,  
notably of Jesuits, was not allowed. Even in-  
dividual members of monastic bodies, I hear, are  
not permitted to officiate; all this raises a  
constitutional question not easy to be solved;  
namely, whether the anti-Jesuit act of the Em-  
pire has not *ex ipso* abrogated the former State  
laws on the subject, or whether these have  
simply lapsed in abeyance and now revive, after  
the repeal of the clause. The eminent jurist  
Prof. Beudig, of Leipzig, on being consulted, has  
given it as his opinion that the constitutional  
laws of the State remain in force, but in that  
case a new difficulty presents itself: the funda-  
mental laws of the empire guarantee to every  
German the right to reside in any part of the  
country he chooses (Freizügigkeit), and individual  
States could not well be permitted to  
place any restrictions upon this. Another  
question of still greater importance is being  
eagerly discussed by the papers—Has the federal  
council the power to ratify a bill passed several  
years ago by the Reichstag, or has it not lapsed  
by efflux of time? I should not be surprised,  
however, if all this agitation led to nothing. I  
have entered fully into the matter in order to  
explain the feelings of the people on the subject,  
as internal dissensions of this kind are apt to be  
misunderstood abroad. Before, however, passing  
on to other subjects I would mention that in this  
town, too, a meeting was held on Sunday after-  
noon, convened by the "Protestanten Verein,"  
to protest against the action of the Government.  
It was crowded, and the addresses delivered were  
emphatic and of no uncertain sound. Herr Von  
Balow's assertion in the Chamber that his object  
was to permanently ensure peaceful relations be-  
tween Protestants and their Roman Catholic  
fellow subjects, removing as much as he could all  
points of friction, was pronounced a fallacy, for  
peace would never reign where Jesuits exercised  
the least influence.

Delegates from the committees of nearly all  
the German Stock Exchanges met yesterday in  
the capital at the invitation of the Berlin Stock  
Exchange, for the purpose of discussing the

draft of the Government Borsengesetz Amend-  
ment Bill, mentioned in one of my previous  
letters. The Chairman in opening the proceed-  
ings said that it was matter for congratulation  
that those in power had come to see at last how  
injurious the effect of that Borsengesetz had  
been on the financial business of the country  
and on commercial morality, but that the altera-  
tions proposed by no means met the exigencies  
of the case. He enlarged on several points  
stating that from private information he had  
received, Government was prepared to consider  
any suggestions they or others might make. A  
discussion then ensued showing great unanimity  
on almost every point, and a committee was  
appointed to consist of the representatives of the  
Stock Exchanges of Berlin Frankfurt-a-M.,  
and Hamburg with instructions to draw up a  
paper embodying the wishes, views, and sug-  
gestions of the meeting, for transmission to the  
Chancellor.

The annual meeting of the Association of  
German Commercial Employees took place last  
week in Berlin. After the report had been  
read and passed as very satisfactory, the number  
of members having increased considerably dur-  
ing the year, and the balance-sheet submitted  
showing the financial position to be a sound one,  
various matters came up for discussion, amongst  
others the creation of commercial courts for the  
settlement of disputes between principals and  
their clerks, which has for some time  
occupied the attention of the Government.  
The meeting approved of the ideas. Several  
resolutions were passed, bearing a somewhat  
socialistic character, for instance, that the  
hours of work in offices and shops be regulated  
by Government. Sundays to be entirely free,  
or where this should prove impracticable work to  
cease at the latest at noon, that special inspec-  
tors be appointed to see that laws and regula-  
tions in favour of the employees be strictly ob-  
served, instead of this being left to the police as  
hitherto. The endeavours of the authorities in  
the different States to promote continuation  
schools were gratefully acknowledged, but an  
extension of the movement was declared neces-  
sary, whilst the attendance at the day and evening  
classes should be made compulsory for all  
youths and girls under the age of eighteen.  
The creation of pension, &c. funds by the State  
was also strongly advocated.

The cotton trade of the world has received a  
severe shock by the suspension of payment on  
the part of the great American operator Mr.  
Sully on Friday last. On the publication of  
the news in the afternoon the scene on the New  
York exchange is said to have been a picture  
of confusion and disorder, and after the ses-  
sion was over the floor of the hall was strewn  
with debris. During the first half of the week  
prices in New York had already dropped about  
2 cents a pound, they now fell another 2 cents, but  
rallied about 1 cent before the close. A sense of  
relief has been experienced everywhere at the  
removal from the scene of action of one of the  
principal disturbers of the peace, and as no  
further failures of consequence were reported,  
Liverpool after a drop of about 40 points at  
the opening, recovered some twenty points on  
Saturday, the trade showing some disposition  
to profit by the break in the market. Yesterday a smart rebound occurred, but to-day  
the advance has once more been lost on the  
news that Mr. Sully's offer to pay 10 per cent,  
cash and 60 per cent within two years had been  
refused by his creditors.

**ROWLAND'S  
MACASSAR OIL  
FOR THE HAIR**

Preserves, Beautifies, Nourishes It.  
Nothing equals it. 410 years proves this.  
For Golden Colour for Hair.  
Of Store, Chemists, Hairdressers.

**GRACE & CO.,  
FOREIGN AND COLONIAL STAMP  
DEPT.**

No. 58, PRINCE STREET, HONGKONG.  
Will be glad to send STAMPS on approval  
to any address on receipt of satisfactory refer-  
ences.

Are also prepared to purchase used POSTAGE  
STAMPS in Large or Small Quantities for Cash  
AGENTS WANTED.  
15 to 25 per cent. Discount Allowed. [331]

## CARTRIDGES.

IMPORTED EVERY MONTH, THERE-  
FORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE  
and KYNOK'S SPORTING  
CARTRIDGES 8, 10, 12, 16, and 20 BORE,  
and NEWCASTLE CHILLED SHOT in  
all Sizes, Nos. 10 to 555G. AIR GUNS and  
AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 25th November, 1902. [103]

## JAPAN COALS.

**mitsui BUSSAN KAISHA  
(MITSUI & CO.)**

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIME STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDING, 108, HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Changhai, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakayama, Kanabaru, Nagasaki,  
Kuchindou, Sasebo, Maidaura, Aikawa, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A. 1 C-4)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Hondo, Kameda, Fujinuma, Manada, Mannoura, Onoura, Otsuji,  
Sasakura, Tsubakura, Yoshinaka, Yotsu, Yumokibara, and other Coals.  
N. INUZUKA, Manager, Hongkong

## NEW ORIENTE HOTEL

CORNER REAL AND MAGALLANES, WALLED CITY.

**MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.  
HOTEL**

Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly  
Furnished Rooms. Coolest Dining Room in Manila.

## RESTAURANT

Handsomely decorated. Cool and pleasant. Best of attendance. Private dining  
rooms for parties. Only the best of wines and liquors. Under the direction of Mr.  
and Mrs. Newirth.

## BAR

Under the direction of American mixologist. Anything you want served promptly  
and pleasantly.

## BILLIARD ROOM

Thoroughly modern and up-to-date. Brunswick-Bulke tables. Expert Markers in  
attendance.

## STABLES.

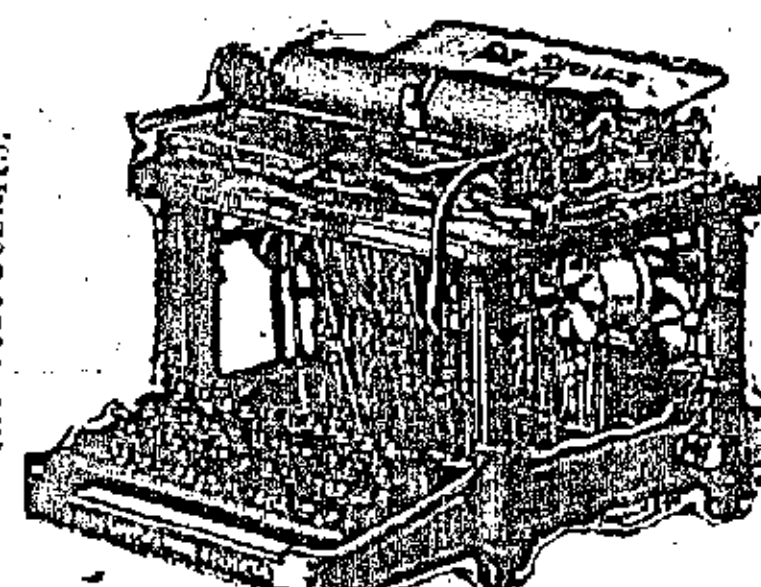
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast  
horses, good coachmen. The New Oriente Hotel is now open for inspection.

**SIMON SCHNEER & CO.,  
PROPRIETORS.**

## FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 88 Characters.

THE best and most complete Machine on the  
market, can be fitted with special  
carriage to take paper up to 16 inches wide.



Agents for South China,  
W. BREWER & CO.,  
Hongkong.

Hongkong, 13th April, 1904. [194]

## CARBOLINEUM-AVENARIUS

USED FOR OVER 25 YEARS.



Thoroughly reliable preservative for Wood  
and Stone against White Ants, Decay, Fungus  
Rot, and Dampness.

LUTGENS, EINSTAMM & CO.,  
Sole Agents for China.

Hongkong 1st July, 1903. [289]

**AMOI ENGINEERING CO., LD., AMOI**

CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron  
Molder charges. Work collected.  
J. D. EDWARDS,  
Manager.

Amoy, 3rd December, 1903. [78]

# BEYER, PEACOCK & CO., LIMITED.

Gorton Foundry, Manchester.

ESTABLISHED IN 1854.

## LOCOMOTIVE ENGINES

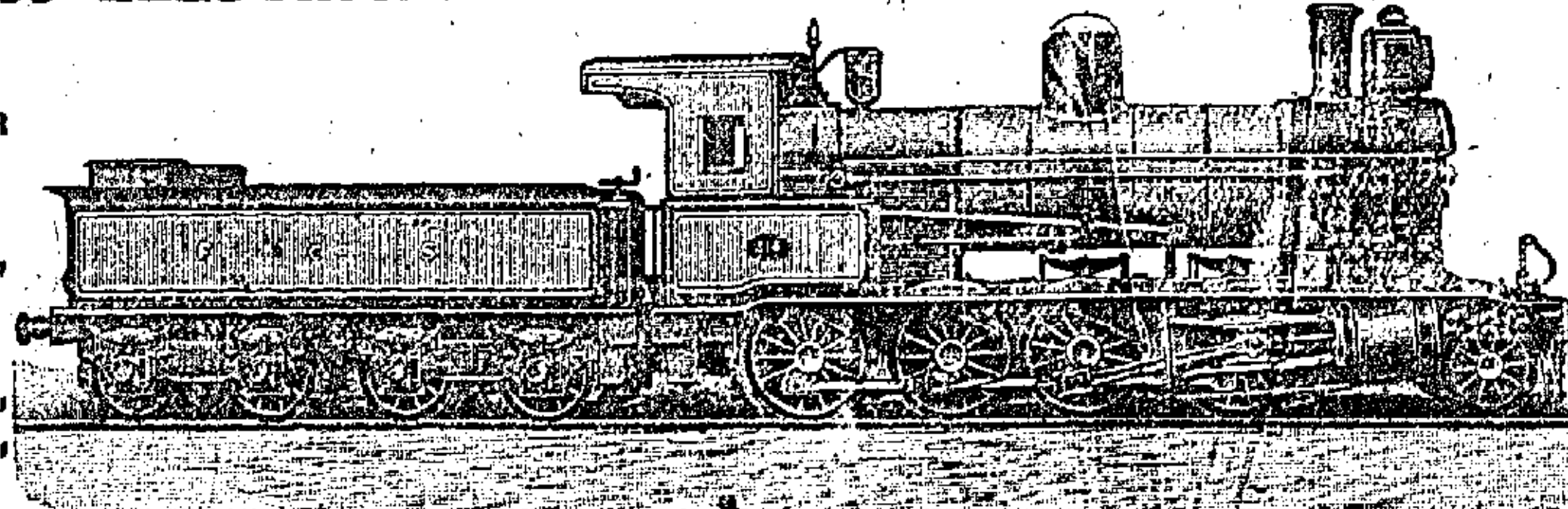
ADAPTED TO EVERY GAUGE AND VARIETY OF SERVICE.

Also ELECTRICAL LOCOMOTIVES and MACHINE TOOLS.

CRANE LOCOMOTIVES FOR  
LIFTING AND SHUNTING.

RACK RAIL LOCOMOTIVES,  
YARD ENGINES, &c.

WHEEL AND OTHER LATHES,  
MILLING MACHINES, DRILLS,  
PLANERS, SLOTTERS, &c.



COMPOUND ENGINE.

WORKMANSHIP AND MATERIAL UP TO THE HIGHEST STANDARD OF EXCELLENCE.  
STEEL FOUNDRY for casting Wheel Centres and other parts of Locomotives. Also general CASTINGS & FORGINGS.

EMERY GRINDING MACHINES  
A SPECIALITY.

ALL TOOLS ELECTRICALLY  
DRIVEN IF REQUIRED.

ALL PARTS OF THE ENGINES  
AND MACHINE TOOLS ARE  
MADE ACCURATELY TO  
STANDARD GAUGES.



## SHIPPING.

ARRIVALS.	
April 24, BRANK, British str., 1,127, Bichard, Tientsin 15th April, General.—JARDINE, MATHESON & Co.	
April 24, HACHINO, British str., 1,267, A. E. Hodgins, Foochow via Amoy 23rd April, General.—DOUGLAS LARPAK & Co.	
April 24, KATANA, British str., 2,159, James McBride, Moji 18th April, Coal.—BRADLEY & Co.	
April 24, MELITA, French str., 784, Le Prevot, Kwangchow 23rd April, Salt.—BRADLEY & Co.	
April 24, SANO MARU, Japanese str., 3,816, Geo. Anderson, Singapore 19th April.—NIPPON YUSEN KAISHA.	
April 25, BORNEO, German str., 2,108, E. Muhle, Sandakan 21st April, General and Timber.—MELCHERS & Co.	
April 25, CROWN OF ARRAGON, British str., 1,474, Jno. G. Dordard, Cardiff 9th March, Coal.—GILMAN & Co.	
April 25, HONGKONG, French str., 750, A. Suzonni, Haiphong and Hoihow 24th April, General.—A. R. MARTY.	
April 25, LOKFANG, British str., from Canton. April 25, RUNI, British str., 1,511, R. W. Almond, Mian 23rd April, General.—SHEWAN, TOMES & Co.	
April 25, SHACHING, British str., from Canton. April 25, STRASSBURG, German str., 3,205, Madison, Hamburg and Singapore 19th April, General.—HAMBURG-AMERIKA LINIE.	
April 24, SONGKIANG, British str., 1,921, John Robinson, Manila 22nd April, General.—BUTTERFIELD & SWIRE.	
April 24, TRESTA, British str., 3,425, A. M. Reitz, S.S. Yokohama and Moji 20th April, Coal.—JARDINE, MATHESON & Co.	
April 25, WHANGFOO, British str., 1,128, P. H. Rolfe, Manila 22nd April, General.—JARDINE, MATHESON & Co.	

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
25th April.  
Cowrie, British str., for Foochow.  
Sensen, German str., for Hoihow.  
Shachsing, British str., for Shanghai.

## DEPARTURES.

24th April.  
ABROW, British 4-m. barque, for Chili.  
BANCA, British str., for Shanghai.  
BATAVIA, German str., for Bangkok.  
EMPIRE, British str., for Shanghai.  
25th April.  
CHENAN, British str., for Shanghai.  
HANGSANG, British str., for Canton.  
HOIHOW, British str., for Shanghai.  
ICHANG, British str., for Canton.  
PACIFIC, Norwegian str., for Bangkok.  
TAIWAN, British str., for Singapore.  
TAIWAN, British str., for Canton.  
CRESSY, British cruiser, for Mian Bay.  
RINALDO, British cruiser, for Sandakan.  
VENGEANCE, British battleship, for Mian Bay.

## VESSELS IN DOCK.

25th April.  
A. WERDEN DOCKS.—H. I. G. M. S. Moewe, Aden, Bremerhaven, Kiel, Hamburg, Bremen, Suez, Vasa de Coma, Apurva, Taiping, Cosmopolitan Dock.—Indrauli.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
FOR SWATOW, AMOY AND FOCHOW.  
The Company's Steamship

"HAICHING."  
Captain Hodgins, will be despatched for the above ports TUESDAY, the 26th inst., at 10 A.M.  
For Freight or Passage, apply to  
DOUGLAS LARPAK & CO.,  
General Managers.  
Hongkong, 25th April, 1904. [1094]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.  
FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.  
THE Imperial German Mail Steamship

"BAYERN."  
Captain H. Formes, due here with the outward German Mail about TUESDAY, at 5 P.M., will leave for the above places about 12/24 hours after arrival.  
NORDDEUTSCHER LLOYD.  
For further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 23rd April, 1904. [5]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
FIUME AND TRIESTE (DIRECT),  
Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.  
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE AND ADRIATIC PORTS.)  
THE Company's Steamship

"FRANZ FERDINAND."  
Captain Matcovich, will be despatched as above on THURSDAY, the 28th inst., P.M.  
For information as to Passage and Freight, apply to  
SANDEL, WIELER & CO.,  
Princes' Building.  
Hongkong, 23rd April, 1904. [3]

HONGKONG-CANTON LINE.

THE British steamship  
"YING KING."  
Capt. Wm. Robinson, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.  
Leaving Hongkong every MONDAY, WEDNESDAY AND FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.  
1st Class ... \$300 for Single journey  
2nd ... 150  
Meals ... 1.00 each.  
The steamer's wharf is at the Western end of Wing Lok Street.  
YUK ON S.S. CO., LD.  
No. 216, Wing Lok Street.  
Hongkong, 27th February, 1904. [577]

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, via SINGAPORE, & LONDON, &c. via PORTS OF CALL.	PALAWAN	Brit. str.	J. D. Andrews	P. & O. S. N. Co.	About 27th inst.
LONDON & ANTWERP (via SUEZ CANAL)	MALTA	Brit. str.	C. L. Daniel	P. & O. S. N. Co.	7th May, at Noon.
LONDON & ANTWERP	BREITENBURG	Brit. str.	Malatosh	GIBB, LIVINGSTON & Co.	About 7th May.
LONDON & ANTWERP	ANTENOR	Brit. str.		BUTTERFIELD & SWIRE	10th May.
LONDON & ANTWERP	ALCANTARA	Brit. str.		BUTTERFIELD & SWIRE	24th May.
LONDON & ANTWERP	ALCANTARA	Brit. str.		BUTTERFIELD & SWIRE	7th June.
MARSEILLES, &c. via PORTS OF CALL.	ANNA	Brit. str.	R. Girard	MESSAGERIES MARITIMES	3rd May, at 1 P.M.
BREMEN, via PORTS OF CALL	P. HEINRICH	Ger. str.	R. Heintze	MELCHERS & Co.	To-morrow, Noon.
HAVRE & HAMBURG	ANTENOR	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	12th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STRASSBURG	Ger. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Förck	HAMBURG-AMERIKA LINIE	14th June.
HAVRE & HAMBURG	NURNBERG	Ger. str.	Jaburg	HAMBURG-AMERIKA LINIE	8th June.
TRIESTE, &c. via SINGAPORE, &c.	F. FERDINAND	Aus. str.	Matcovich	SANDEL, WIELER & Co.	28th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	20th May.
GENOA, MARSEILLES & LIVERPOOL	DEUCALION	Brit. str.		BUTTERFIELD & SWIRE	14th June.
NEW YORK, via PORTS & SUEZ CANAL	SHIMOSA	Brit. str.		DODWELL & Co., LD.	About early May.
VANCOUVER, via SHANGHAI, &c.	RAS ISSA	Brit. str.		SHEWAN, TOMES & Co.	26th May.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. Co.	To-morrow.
VICTORIA (B.C.) & SEATTLE via N.Y., &c.	CAICHAS	Brit. str.		BUTTERFIELD & SWIRE	11th May.
VICTORIA (B.C.) & TACOMA via JAPAN	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & Co., LIMITED	21st May.
AUSTRALIAN PORTS	TRINAN	Brit. str.		BUTTERFIELD & SWIRE	9th May.
YOKOHAMA, via SHANGHAI, MOJI & KOBE	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & Co.	11th May, Noon.
SHANGHAI	PERA	Brit. str.	A. L. Valentini	P. & O. S. N. Co.	About 2nd May.
SHANGHAI	NICHESDALE	Brit. str.	Cameron	DODWELL & Co., LD.	To-morrow, a noon.
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	WHAMPOA	Brit. str.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI, KOBE & YOKOHAMA	BAYERN	Ger. str.	H. Formes	MELCHERS & Co.	Quick despatch.
SHANGHAI	E. SIMONS	Frans. str.	Bourdon	MESSAGERIES MARITIMES	About 2nd May.
SHANGHAI	SIMLA	Brit. str.	F. B. Summers	P. & O. S. N. Co.	About 8th May.
SHANGHAI, via SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSHEN KAISHA	To-morrow, 10 A.M.
TAMSU, via SWATOW & AMOY	M. STRUYE	Jap. str.	T. Brandt	OSAKA SHOSHEN KAISHA	1st May, 10 A.M.
ANPING, via SWATOW & AMOY	TRIUMPH	Jap. str.	H. A. Haraldsen	OSAKA SHOSHEN KAISHA	8th May, 10 A.M.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	Hodgins	DOUGLAS LARPAK & Co.	To-day, at 10 A.M.
MANILA	SUNGKIANG	Brit. str.		BUTTERFIELD & SWIRE	29th inst.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & Co.	30th inst., 10 A.M.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & Co., LD.	About 3rd May.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & Co.	7th May, 10 A.M.
CEBU & ILOILO	EMPIRE	Brit. str.	Holms	GIBB, LIVINGSTON & Co.	11th May, at Noon.
	WECHANG	Brit. str.		BUTTERFIELD & SWIRE	28th inst.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;  
also  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd May, 1904, at 1 P.M., the Company's Steamship "ANNAM," Captain R. Girard, with Mails, Passengers, Specie and Cargo, will leave this Port, for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian line s.s. "Nora," bound for MARSEILLES via BOMBAY and ADEN. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd May. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday. Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, 21st April, 1904. [2]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"EMPIRE."  
Captain Helms, will be despatched for the above port on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 21st April, 1904. [1072]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
THE Steamship

"EMPIRE."  
Captain Helms, will be despatched for the above ports on WEDNESDAY, the 11th May, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 16th April, 1904. [1032]

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."  
951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.  
First-class Fare, 88 each way. Second-class, \$150 each way. Meals, \$1 each.  
Cargo Freight very moderate.  
CHEUNG ON STEAMBOAT CO., LD.,  
No. 147, Connaught Road Central,  
Hongkong, 15th March, 1904. [27]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES
ARTEMISIA	HAVRE and HAMBURG	On 12th May. Freight.
Capt. Gronmeyer	(Calling at Singapore and Colombo)	
MAEBURG	HAVRE, BREMEN and HAMBURG	On 17th May. Freight.
Capt. Stern	(Calling at Singapore and Penang)	
STRASSBURG	HAVRE and HAMBURG	On 31st May. Freight & Passengers.
Capt. Madsen	(Calling at Singapore and Colombo)	
SEGOVIA	HAVRE and HAMBURG	On 14th June. Freight.
Capt. Förck	(Calling at Singapore and Penang)	
NURNBERG	HAVRE and HAMBURG	On 28th June. Freight.
Capt. Jaburg	(Calling at Singapore and Colombo)	

For Further Particulars, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
QUEEN'S BUILDINGS, No. 1.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG SHAI via INLAND SEA OF JAPAN, MOJI, KOBE and YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"ARABIA"	4,183		
"ARAGONIA"	5,198		
"NUMANIA"	4,370		

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
ALLAN CAMERON, GENERAL AGENT.  
Hongkong, 29th March, 1904. [114]

## CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, via CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.  
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).			
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April	
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May	
R.M.S. "TARTAR"	4,425 Tons	SATURDAY, 21st May	
R.M.S. "EMPERESS OF CHINA"	6,000 Tons	WEDNESDAY, 1st June	
R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd June	

Hongkong to London, 1st Class ... via St. Lawrence 200 ... via New York 262.  
Intermediate or Steamers ... 240 ... 242.

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. F. BROWN, General Agent,  
9, Pedder Street.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
EUBI	2540	R. W. Almond	Manila direct.	Sat., 30th April, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 7th May, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to  
SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.  
Hongkong, 25th April, 1904. [16]

## NORTHERN PACIFIC LINE.

BOSTON S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st
TREMONT	9,606	T. W. Garlick	Tuesday, June 28th
LYRA	4,417	G. V. Williams	Thursday, August 4th
SHAWMUT	9,606	W. M. Smith	Thursday, September 1st
TREMONT	9,606	T. W. Garlick	Saturday, October 1st

† Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 3rd May.
S.S. TREMONT	9,606 tons.	T. W. Garlick	About 8th June.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 18th April, 1904.  
DODWELL & CO., LIMITED,  
GENERAL AGENTS.

## PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	PALAWAN J. D. Andrews, R.N.R.	About 27th April	Freight and Passage.
YOKOHAMA, via SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	PERA A. L. Valentini	About 2nd May	Freight.
LONDON, &c.	MALTA C. L. Daniel	Noon, 7th May	See Special Advertisement.
SHANGHAI	SIMLA F. R. Summers	About 8th May	Freight and Passage.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 26th April, 1904. [1]

## OSAKA SHOSHEN KAISHA

REGULAR STEAM-SHIP SERVICES BETWEEN

HONGKONG, SOUTH CHINA COAST PORTS

AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOCHOW, via SWATOW and AMOY	"TRIUMPH" A. Hansen	WEDNESDAY, 27th April, at 10 A.M.
TAMSU, via SWATOW and AMOY	"M. STRUYE" T. Brandt	SUNDAY, 1st May, at 10 A.M.
ANPING, via SWATOW and AMOY	"TRIUMPH" H. A. Haraldsen	WEDNESDAY, 4th May, at 10 A.M.
TAMSU, via SWATOW and AMOY	"TRIUMPH" H. A. Haraldsen	SUNDAY, 8th May, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local



# OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVAN,  
AND SUMATRA PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSES"	On 7th May.
GLASGOW and LIVERPOOL	"THEBES"	On 13th May.
GLASGOW and LIVERPOOL	"CALCHAS"	On 15th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 21st May.
GLASGOW and LIVERPOOL	"YANTZSE"	On 24th May.
GLASGOW and LIVERPOOL	"DIOMED"	On 3rd June.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"ANTENOR"	On 10th May.
LONDON and ANTWERP	"ACHILLES"	On 20th May.
LONDON and ANTWERP	"AI CINOUS"	On 24th May.
LONDON and ANTWERP	"PROMETHEUS"	On 7th June.
LONDON and ANTWERP	"DEUCALION"	On 14th June.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"CALCHAS"	On 17th May.

The s.s. "ANHUI" left Port Darwin on the 30th March, for Manila and Hongkong.

For Freight, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 20th April, 1904.

[10-11]

# CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WHAMPOA"	On 25th April.
CEBU and ILOILO	"WUCHANG"	On 25th April.
MANILA	"SUNGKIANG"	On 29th April.
PORT DARWIN, THURSDAY, ISLAND, COCKBURN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 9th May.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified  
Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong, 26th April, 1904.

[12]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA,  
INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PERSIAN GULF, CONTINENTAL  
AMERICAN AND SOUTH AFRICAN PORTS.  
The Steamship

"MALTA,"

Captain C. L. Daniel, carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, etc., on SATURDAY, the 7th  
MAY, at Noon, taking passengers and  
cargo for the above ports.

Silk and Valuable, all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into a steamer proceed-  
ing direct to Marseilles and London; other  
cargo for London, etc., will be conveyed via  
Bombay.

Parcels will be received at this Office until  
4 P.M. the day before sailing. The contents and  
value of all packages are required.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

For further particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 26th April, 1904.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars,  
apply to

DODWELL & CO., LIMITED,  
General Agents for China and Japan.

Hongkong, 4th August, 1897.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week

days, at 7.30 A.M.; on Excursion

Sundays, at 8.30 A.M.; from Macao week days

at about 2 P.M. and Sundays about 7.30 P.M.

FARE (week days) 1st Class (including cabin

and servant); 2nd Class Ticket \$5.

On Excursion Sundays 1st and 2nd Class

Single Ticket \$2. Return Ticket \$3. Return

Ticket including Tiffin and Dinner either on

board or at Macao Hotel \$5. On Sundays \$5

extra will be charged for each Cabin which has

accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok

Street.

The Steamer runs an Excursion Trip Every

Sunday, and takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903.

NOT RESPONSIBLE FOR DEBTS

N EITHER THE CAPTAIN, THE AGENTS, NOR

THE OWNERS will be RESPONSIBLE

for any DEBT contracted by the Officers or

the Crew of the following Vessels during the

stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald—

Standard Oil Co.

LYNDHURST, British 4-m. barque, Parnell—

Standard Oil Co.

## NOTICES TO CONSIGNEES

HAMBURG-AMERIKA LINIE.

FROM NEW YORK.

S.S. "ARABIA"

CONSIGNEES are hereby informed that

the Cargo ex the above steamer has

arrived here by

S.S. "HYSON"

For delivery, apply to

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 20th April, 1904. [10-6]

OCEAN STEAMSHIP COMPANY,

LIMITED,

AND

CHINA MUTUAL STEAM NAVI-

GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PROMETHEUS"

are hereby notified that the Cargo is being

discharged into Craft, and/or landed at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 25th inst.

Optional cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined at 11 A.M. on the 29th inst.

No Claims will be admitted after the Goods

have left the steamer's Godown and all Goods

remaining undelivered after the 29th inst. will

be subject to rent.

All Claims against the Steamer must be pre-

sented to the Underwriter on or before the

2nd May, or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 22nd April, 1904. [10-11]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BANCA"

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out, Mark by Mark,

and delivery can be obtained as soon as the

Goods are landed.

Goods not cleared by the 28th inst., at 4 P.M.

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CHUSAN"

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon, where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

Goods are landed.

This Vessel brings on Cargo:—

From London, ex s.s. *Marmora*.

From Australia, ex s.s. *Oceana*.

From Calcutta, ex s.s. *Nubia*.

From Persian Gulf, ex s.s. *B. I. S. N.*

and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary before

3 P.M. TO-DAY, the 22nd inst.

Goods not cleared by the 28th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee's and

the Company's representative at an appointed

hour. All Claims must be presented within

ten days of the steamer's arrival here, after

which date they cannot be recognised. No

Claims will be admitted after the Goods have

left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 22nd April, 1904. [1]

BUDWEISER

BEER

EXTRA PALE LAGER IN CLEAR BOTTLES,

OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING

ASSOCIATION, ST. LOUIS.

THE LARGEST BREWERY

IN THE WORLD.

This Beer is brewed of best Saazer Hops and

finest Barley Malt only, and warranted not to

contain Chemicals in any form.

The Beer is sterilized after being bottled, and

fill mature age insures its fine condition in any

climate. Beautifully bright, seductively spark-

ling, and perfectly pure.

F. BLACKHEAD & CO.,

Sole Agents.

Hongkong 25th July, 1903. [51]

報新外中港香

CHUNG NGOI SAN PO

(Chinese Daily Press).

PUBLISHED DAILY.

is the oldest and still immeasurably the best

medium for Advertising among the

Native Community.

Established for nearly FORTY YEARS

circulates largely throughout Southern China

Indo-China, etc.

Terms for Advertising (Translations free) can

be obtained at the Office, 14, Des Vaux Road

Central, Hongkong, 131, Fleet Street, London

or from the different Agents.

Documents translated from or into Classical

or Colloquial Chinese.

## HONGKONG BUSINESS DIRECTORY.

JEWELLERS

MAISON LEVY HERMAN'S

Diamond Merchants and Watchmakers, 40

Watson's Building, Queen's Road. Also

at Shanghai, Manila, Paris and Iloilo

PHOTOGRAPHER

M. MUMEY, JAPANESE ARTIST.

Bronze and Crayon Enlargements and

also colouring Photos and relief Photos.

Views of China and Manila. Work

done for Amateurs; No. 8A, Queen's

Road Central.

STOREKEEPERS

BLACKHEAD & CO.

Navy Contractors, Sailmakers, Provision

and Coal Merchants, Sole Agents for

Hartmann Rahljen's Genuine Com-

position Red Head Brand.

BISMARCK & CO.

Navy Contractors, Ship Chandlers,

Provision and Coal Merchants, Sail-

makers, &c. Fresh Water supplied to

Vessels in the Harbour

KWONG SANG & CO.

Shipchandlers, Sailmakers, Provisioners,

Coal Merchants, Hardware, Engineers'

Tools, Brass and Iron Merchants,

144, Des Vaux Road.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.

have now 40,000 Cubic feet of Co.

Storage available at EAST POINT. Stores will

be Open at 10 A.M. and 4 P.M. daily, Sundays

excepted to receive and deliver perishable goods



